

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.
S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.
S.S. "KINSHAN," 2,995 tons, Captain J. J. Lossins.
S.S. "HEUNGSHAN," 1,998 tons, Captain R. D. Thomas.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Sunday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain T. Hamlin.
S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from the COMPANY'S WHARF.
Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 3 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,190 tons, Captain E. H. Grainger.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
S.S. "NANNING," 569 tons, Captain J. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 14th January, 1907.

JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half February	JAVA PORTS	First half February
TJILATJAP.	JAPAN	First half February	JAVA PORTS	First half April
TJIMAH.	JAVA	First half February	JAPAN	First half February
TJIPANAS.	JAVA	First half March	JAPAN	First half March
TJIBODAS.	JAPAN	First half March	JAVA PORTS	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to

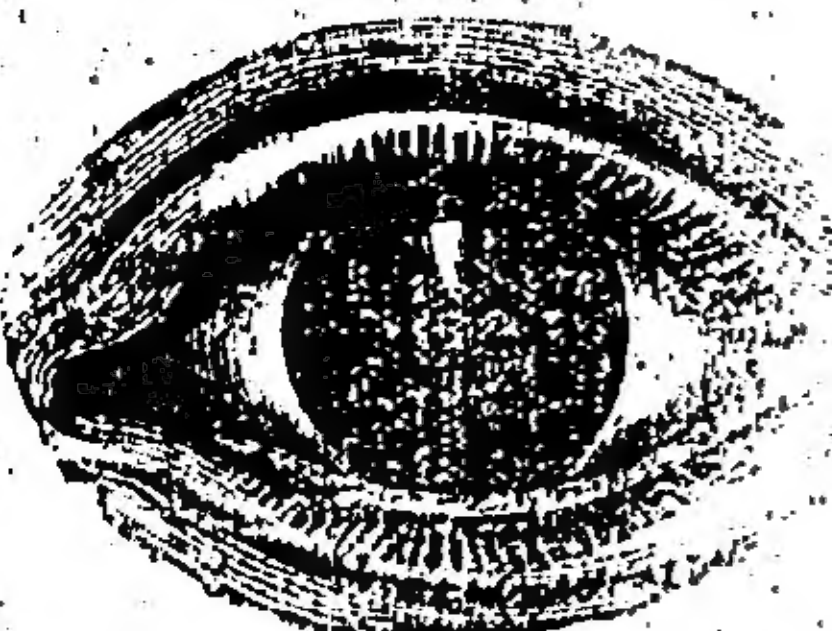
THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LINE

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 30th January, 1907.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
THE steamers sail from HONGKONG to SAMSHUI, SHUISHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
Fare for the Round Trip \$50
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
For further information, apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.
Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
81, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road
Hongkong, 27th November, 1905.

Dentistry.

DR. M. H. CHAN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY, 37, DES VOUX ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 1st July, 1904.
THIN TING, LATEST METHODS OF DENTISTRY, STUDIO AT NO. 14, D'ARQUER STREET, REASONABLE FEES, Consultation Free. Hongkong, 20th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUVA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, FORTH IN THE LEVANT, BLACK SEA AND RATTIO PORTS, ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATE.
GNEISENAU WEDNESDAY, 13th February.
PREUSSEN WEDNESDAY, 27th February.
PRINZESS ALICE WEDNESDAY, 13th March.
PRINZ LUDWIG WEDNESDAY, 27th March.
ZIEGLER WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH WEDNESDAY, 8th May.
BAYERN WEDNESDAY, 22nd May.
PRINZ HEINRICH WEDNESDAY, 5th June.
SCHARNHORST WEDNESDAY, 19th June.
ROON WEDNESDAY, 3rd July.

S.S. "SACHSEN" Wednesday, 27th March, conveying H. M. THE KING OF SIAM, carrying second class passengers only.

ON WEDNESDAY, the 13th day of February, 1907, at Noon, the Steamship GNEISENAU, Captain G. Bolle, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 11th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th February, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 12th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£44. 0. 0.	£33. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	36. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHORHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATE.
PRINZ WALDEMAR 3,227 THURSDAY, 28th February.
PRINZ SIGISMUND 3,303 THURSDAY, 28th March.
MANILA 1,790 THURSDAY, 25th April.

ON THURSDAY, the 28th day of February, 1907, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	£18. —	£18.10	£14.00
TO BRISBANE	£30. —	£20. —	£14. —
TO SYDNEY	£33. —	£23. —	£15. —
TO MELBOURNE	£34.10	£24.10	£16. —
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
TO KOBÉ	\$95.00	\$70.00	\$50.00
TO YOKOHAMA & back from KOBÉ to HONGKONG ..	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class £97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0. | || From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L. | | |

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
YOKOHAMA & KOBÉ PRINZ SIGISMUND FRIDAY, 8th Feb.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA PRINZESS ALICE WEDNESDAY, 13th Feb.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA PRINZ LUDWIG WEDNESDAY, 27th Feb.
* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. or O. S. S. Co. T. K. K. and from NEW YORK to EUROPE by the magnificent express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	61. 10. 0.
TO PARIS VIA CHERBOURG	61. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	61. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 4th February, 1907.

MELCHERS & CO.,

AGENTS.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 575 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Honolulu, 16th November, 1904.

KOWLOON PIGEON CLUB.

A SHOW OF PIGEONS and FANCY BIRDS will be held on the grounds of the "KOWLOON HOTEL" on the 13th and 14th of February, 1907. It will be open to the Public from 10 A.M. to 5 P.M., and the adjudgement will take place in the afternoon of the 14th inst.
ENTRANCE FEE ONE DOLLAR PER CAGE. All entries to be forwarded to the Hon. Secretary on or before the forenoon of the 12th inst., and Birds in Suitable Cages to be sent to the Kowloon Hotel before 10 A.M. of the 13th inst. Forms of applications and all necessary information can be had from the Hon. Secretary, c/o The Kowloon Hotel.
Some of the leading European Firms have offered prizes, which will be exhibited on the second day of the show.
J. D. LOGAN, Chairman.
R. DAVID, Hon. Secretary.
Hongkong, 1st February, 1907.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Englebert, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at

No. 99, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.
Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st February, 1907.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LD.

THE TELEPHONE DIRECTORY for 1907 is now being delivered, and Subscribers are requested to make the following additions and corrections to it.

It is also requested that Subscribers will have all old Directories and Sheets Destroyed. A List of New Subscribers will be Published on the 1st of each month, and these should be entered in the Directory.

NEW LINES.

478—Butterfield and Swire Peak Residence.
K 27—Cafe Weismann, Kowloon.
K 29—Canton and Kowloon Railway Store.
524—Cook, Thomas and Co.
587—Orer and Co., H.
592—Hastings and Hastings.
589—Holmes and Co.
591—Hoo Cheong Woo.
590—Jack, P., Res.
586—Kwong Sang.
588—Wallem and Co.
585—Yue Kee.
CORRECTIONS.
292—Nippon Yusen Kaisha.
519—Raymond, R., Res.
313—Matsuda, K., Res.
Hongkong, 2nd February, 1907.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 30 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 27th August, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
Wm. FARLANE, Manager.
Hongkong, 22nd June, 1905.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905.

Intimation.

Powell's
ALEXANDRA
BUILDINGS.FOR THE
RACES.SMART
COSTUMES,
Light Tweeds,
Cream Serges, &c.COATS,
Cream Alpaca
and Serge,
Tussore Silk, &c.MILLINERY,
The very Latest
from
LONDON & PARIS.OSTRICH
FEATHER
BOAS,
White, Grey, Black.DAINTY
BLOUSES.GLOVES,
FOOTWEAR,
SUNSHADES,
&c., &c., &c.

MODERATE PRICES.

Wm. POWELL, Ltd.,

HONGKONG.

Hongkong, 31st January, 1907.

Intimations.

Messrs. K. A. J. CHO-
TIRMALL & Co.,
64, QUEEN'S ROAD CENTRAL,
LATE No. 3, D'AGUIAR STREET.A FRESH CONSIGNMENT OF
GRASS CLOTH,
AND
A VARIETY OF
LADIES' EMBROIDERED
DRESSES.ALSO
AN ASSORTMENT OF
MALTESE SILK LACE and
COLLARS, &c.

INDIAN RUGS.

AND ALSO
A VARIETY OF
SILKS.

Hongkong, 23th January, 1907.

PUBLIC HOLIDAY.

IN accordance with Government Notification
No. 78 the EXCHANGE BANKS will
be CLOSED for the Transaction of Public
Business TO-MORROW, the 6th instant.
Hongkong, 5th February, 1907.

NOTICE.

WITH reference to the visit of H.R.H.
THE DUKE OF CONNAUGHT,
Notice is hereby given that Tickets for Admis-
sion to the Stands erected in the Connaught
Road, and those erected in the Square to view
the UNVEILING CEREMONY may be obtained
on application to the Undersigned.It is requested that people intending to
occupy Verandahs which command a view of
the Ceremonies will not apply for Tickets as if
they obtain Tickets and do not occupy the
Seats allotted, others who may wish to be on
the spot may thereby be deprived from right
of attendance.Tickets for Chinese have been handed to the
Chinese Reception Sub-Committee.

By Order,

T. F. HOUGH,

Hon. Secretary,
Reception Committee.

Hongkong, 2nd February, 1907.

NOTICE.

VISIT OF H. R. H. THE DUKE OF
CONNAUGHT.ALL TICKETS for Admission to the
STANDS having been issued there are
NO MORE AVAILABLE.

By Order,

T. F. HOUGH,

Hon. Secretary.

Hongkong, 4th February, 1907.

NOTICE.

WITH reference to the visit of H. R. H.
THE DUKE OF CONNAUGHT,
notice is hereby given that TRAFFIC WILL BE
ENTIRELY SUSPENDED along the route from
GOVERNMENT HOUSE to the SQUARE, and all
entrances to the SQUARE BLOCKED, at 11 A.M.
TO-MORROW, the 6th instant. Spectators of
the Unveiling Ceremony are accordingly
warned to be in their seats before that hour.

F. J. BADELEV,

Capt. Supt. of Police.

Hon. Kong, 5th February, 1907.

THE HONGKONG
STUDIO,HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS AND ENLAR-
GING AND COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts, made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Cap-
sides, Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1899.

A GRIM TRAGEDY OF
LABRADOR.

FAMILY DEVoured BY ESQUIMAUX DOGS.

That good old batter with ice and ice-batter,
the Harmony, is back in the London docks
again, having provisioned the Moravian mis-
sion stations on the coast of bleak Labrador.Much of her early work was done as the
Lorna D'one. Then, under command of the
late Capt. Wiggins, she traded in those
almost inaccessible seas with separate Northern
Russia from the Pole. In her time she had
carried fortunes in skins, oils, and minerals.Through stress of weather she missed get-
ting her crew back in time for Christmas in
the old country, and yesterday she lay, fresh
from her real Arctic experiences, in the semi-
Arctic regions of dockland. The steel ice-
cutters which still protected the bows of the
famous old ship made our weather look more
formidable than it actually was—yesterday.

FOODSTUFFS AND BRIDES.

The Harmony combines romance with busi-
ness. In addition to the tons of foodstuffs she
took out to the missionary stations, she carried
two prospective brides. One of them found all
happiness awaiting her; the other, on her
arrival at Okkak, was discovered to be so
affected by pulmonary trouble that it was con-
sidered desirable to land her and leave her un-
der medical treatment before the ship went on
to Killinek, the new missionary station on the
northern coast of Labrador, where the bride-
groom was awaiting her.The disappointed lover must have endured
an anxious vigil before learning that she had
left the ship. The Harmony hove in sight of
Killinek, and then found her way to the harbour
barred by ice. For 14 days she battled with
the floes, scarcely able to make any headway,
before she was able to communicate with the
shores, and then another 18 days passed ere the
vessel could discharge her cargo.

Pursuing Lieut. Peary.

One exciting incident of her round of the
missionary stations was the pursuit of the
Roosevelt, the ship in which Lieut. Peary has
reached "Farthest North." When the Har-
mony touched at Killinek on the return trip, a
cloud of smoke, no bigger than a man's hand,
raised the curiosity of the crew, and on getting
to shore they learned that Peary has just left
on his way back to civilisation. He had been
supplied with provisions from the missionary
station, and was evidently in a bad way, so the
Harmony, aided by her auxiliary steam, chased
the explorer to Hopedale, trusting to be of
some assistance to him.Here, again, the smoke of the funnel of the
Arctic ship silhouetted the horizon as the Har-
mony came up, and though the pursuit was
continued to St. John's, Newfoundland, Lieut.
Peary contrived to keep a port ahead of his
would-be friends.

A GRUESOME TRAGEDY.

In addition to a most valuable cargo of furs,
oils, and other products of Labrador which the
Harmony has brought into London Dock, she
is the bearer of details of a most horrible tra-
gedy amongst the Labrador settlers.To attend the Easter festivities at the Hop-
edale station about 14 settlers and members of
their families set out from Davis Inlet. Each
party had its own sledges and dogs to cover the
20-mile journey. Some distance out they were
enveloped in a terrible blizzard. Only 11 parties
got safely through to take part in the services.Of the others it was ascertained that a family
named Lane, unable to face the storm any
longer, took shelter in a wood. Here a tent
was erected, and Lane, one of the oldest set-
tlers in the island, and his family, awaited the
cessation of the tempest. The rest of the story
has to be reconstituted from circumstantial
evidence.After a few days Lane's dogs turned up at
Davis Inlet blood-stained and gorged. It is
the unwritten law that any of these savage
Esquimaux dogs which has tasted human
blood must die, and suspicions were so over-
whelming against Lane's pack that one was
killed, and a man's ear was found in his
stomach! The rest were promptly slaughtered.

THE SEQUEL.

Here the matter rested for the time. It was
generally accepted that Lane and his com-
panions had perished. Confirmation of the
fact, however, and the horrible nature of their
deaths was forthcoming last July, when some
Newfoundland fishermen exploring the country
around Davis Inlet came upon the tent stretch-
ed in the wood and some gnawed human
remains in it.An almost similar tragedy occurred within
sight of the Aegion missionary station. A
woman slipped and fell to the ground and was
killed by her sledge dogs before helpers could
arrive to beat them off. One of these vicious
Esquimaux dogs was brought home on board
the Harmony.Amongst the passengers on the missionary
supply ship was Prof. Bernhardt Hatzsch
who was charged by the King of Saxony with
a mission to study bird life in Labrador. He
has brought back with him 48 specimens that
are believed to be new to European scientists.

CANADA'S ASPIRATIONS.

One of the things that have impressed those
who accompanied this latest trip to bleak Lab-
rador is the effort made by Canada to get a
footing in the island of Killinek. Last year
the Newfoundland flag was formally planted
there by Sir William Macgregor, but the Ad-
venturer, a vessel chartered by the Canadian
Government, has also paid a visit and landed
50 tons of coal, it is alleged for the Arctic,
a vessel that took part in the South Pole Ex-
pedition, but which had not arrived up to the
time the Harmony left, and was not expected.This little attention is regarded locally as a
prelude to Canada claiming rights over the
islands. It is an important piece of political
news which is not without value now that the
external relations of Newfoundland are a matter
of diplomatic interest.—Morning Leader.

WHAT IS BRIBERY?

THE NEW ACT AND ITS PROVISIONS.

Parliament, last session, prepared for the
passage of a new law in the shape of a new
Crime. This new crime is set out in the Preven-
tion of Corruption Act, 1906, which is appoint-
ed to come into operation to-day (1st Jan.).Judges, chambers of commerce, and manu-
facturers who desire to conduct business on
strictly honest lines have for the past ten years
been imploring the Government of the day to
pass the measure which has at last become law.
For bribes and secret commissions are held to
have been making honest trading more and
more difficult. The Chambers of Commerce
declared some years ago, after full inquiry, that
"secret commissions in various forms are
prevalent in almost all trades and professions."
The London Chamber of Commerce, conduct-
ing an investigation on its own account, found
that architects, engineers, lawyers, chemists,
doctors, undertakers, stewards, foremen, and
workmen and clerks in every kind and sort of
trade and industry, and servants employed by
hospitals, work-houses, and other institutions
were all tarred with the same brush.

ENERGETIC MEASURES.

One body of men, however, can decidedly
claim that an improved state of things now
exists. The Bishop of London, speaking of
Lord Russell of Killowen's Bill on the subject
of commercial corruption, which was before
the House of Lords in 1899, reminded his
audience that there had been a time when the
occupants of the Judicial Bench received
gratuities from the parties before them. Ah,
however, they took from both sides, and then
tried the case upon its merits, he supposed that
little harm was done. One trembles to con-
template the probable fate of the man who tried
to bribe an English judge at the present day.The new Act deals with the growing evil of
commercial corruption in a very drastic way.
Henceforth, if any person employed by or act-
ing for another—that is to say, any agent—
corruptly accepts or obtains, or agrees to accept
or attempts to obtain, from any person, for him-
self or for any other person, any gift or con-
sideration as an inducement or reward for do-
ing or forbearing to do, or for having after the
passing of this Act done or forbore to do,
any act in relation to his principal's affairs or
business, or for showing or forbearing to show
favour or disfavour to any person in relation
to his principal's affairs or business, he will ren-
der himself liable to imprisonment up to two
years, or a fine up to £500.Also, the Act metes out equal punishment to
him that gives as well as to him that takes
such a "gift or consideration."

NO SECRET COMMISSIONS.

Being translated, this provision means that
bribes and secret commissions given or taken
in the course of business are henceforth illegal
and punishable as criminal offences. Some-
times, again, a false receipt is made out, the
difference between the amount there shown
and the real sum being diverted into the
pockets of the agent by way of a bribe. This
particular form of dishonesty, also, is rendered
punishable by the new Act.Henceforth, therefore, it will be a criminal
offence for an enterprising but unscrupulous
firm to try to cut out an honest rival by bribing
the manager or foreman of the latter's customer
to find fault with the materials supplied. The
buyer, also, who demands a secret commission
as the price of orders from his firm will in
future do so at his peril. The butcher and the
cook and the steward, again, will have to be
careful lest they find themselves in the dock
by the side of the tradesman who pays them a
commission and supplies the household with
goods deficient in quantity or quality at a first-
class price. It is even possible that to give a
railway guard a shilling to put a third-class
passenger into a first-class compartment would
be an offence under the Act.

TIPPING NOT CORRUPT.

To give a porter or a waiter a tip, however,
is still quite legitimate; and bankers, solicitors,
insurance agents, and others, part of whose re-
muneration is paid by commission, are also
safe enough; for none of these transactions are
corrupt in the sense of the Act. It is only the
transaction that is "corruptly entered into
that is punishable. In other words, there
must be a dishonest motive.The Act is careful to make provision against
the machinery of the criminal law being put
into motion for an insufficient reason. It is
accordingly made a necessary preliminary to
the institution of a prosecution for an offence
under the Act that the sanction of the Attorney-
General or the Solicitor-General shall be ob-
tained.The Prevention of Corruption Act, 1906, will
come as a boon and a blessing to all who are
concerned in any branch of commerce or in-
dustry where delegation of authority is neces-
sary.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask
ex Factory.In Bags of 250 lbs. net \$2.70 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid, and
any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & Co.

Hongkong, 10th January, 1907.

Intimations.

MOTHERS SHOULD KNOW.

The troubles with children of ill health is a
want of proper nourishment and enough of it.
Now-a-days they call this condition by the
learned name of Anemia. But words change
no facts. There are thousands of girls of this
kind, where between childhood and young
ladyhood. Disease finds most of its victims
among them. They are too weak and frail to
resist. Some of them are passing through the
mysterious changes which lead up to maturity,
and need especial watchfulness and care. Alas,
how many break down at this critical period!
The story of such losses is the saddest in the
history of home. The proper treatment might
have saved most of these household treasures,
if the mothers had only known of

WAMPOL'S PREPARATION

and given it to their daughters, they would have
grown to be strong and healthy women. It is
palatable as honey and contains all the nutritive
and curative properties of Pure Cod Liver Oil,
extracted by us from fresh cod livers, combined
with the Compound Syrup of Hypophosphites
and the Extracts of Malt and Wild Cherry. In
building up pale, puny, emaciated children,
particularly those troubled with Anemia,
Scrofula, Rickets, and Bone and Blood disease,
nothing equals it; its tonic qualities are of the
highest order. A Medical Institution says:
"We have used your preparation in treating
children for coughs, colds, and inflammation,
its application has never failed us in any case,
even the most aggravated, bordering on
consumption. The children like it, and it builds
up their bodies; many little children owe their
lives to it." The more it is used the less will
be the ravages of disease from infancy to old
age. It is both a food and a medicine—
modern, scientific, and effective from the first
dose. It never deceives or disappoints, and is
the medicinal triumph of our time. "There is
no doubt about it." Sold by chemists.HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, Hotel
Mansions, on TUESDAY, the 12th February,
at 12 o'clock, Noon, for the purpose of receiving
a Report of the Directors together with a
Statement of Accounts, declaring a Dividend,
confirming the appointment of a Director and
electing Auditors.The TRANSFER BOOKS of the Company
will be CLOSED from the 30th January to the
12th February, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,
Secretary.

Hongkong, 21st January, 1907.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING OF
THE SHAREHOLDERS in this Corporation
will be held at the City Hall, Hongkong, on
SATURDAY, the 16th day of February, 1907,
at Noon, for the purpose of receiving the
Report of the Court of Directors together with
a Statement of Accounts to 31st December,
1906.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 29th January, 1907.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE is hereby given that the RE-
GISTER OF SHARES of the Corporation
will be CLOSED from MONDAY, the
4th, to the 16th day of February, 1907, (both
days inclusive), during which period no Transfer
of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 29th January, 1907.

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Offices of the
General Managers, at 11.30 A.M., on MON-
DAY, 18th February, to receive a Statement of
the Company's Accounts to 31st December,
1906, and the Report of the General Managers.The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 18th
February, both days inclusive.JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd February, 1907.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF
SHAREHOLDERS will be held in the
Offices of the Company, Queen's Buildings,
New Praya, on MONDAY, the 25th February,
1907, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1906.The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to the 25th
February, both days inclusive.

By Order of the Board of Directors,

THOS. L. ROSE,
Secretary.

Hongkong, 1st February, 1907.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARNOLD STREET,
Hongkong.

Hongkong, 28th April, 1906.

Entertainment.

THEATRE ROYAL
CITY HALL
THE
HONGKONG AMATEUR DRAMATIC
CLUB
will present
A FARICAL COMEDY
ENTITLED
"FACING THE MUSIC."
by
CHARLES HENRY DARNLEY,
ON.
FRIDAY, 15th February, 1907.
SATURDAY, 16th
MONDAY, 18th
at 9 P.M.Prices... \$1, \$2, and \$3.
Sailors and Soldiers in uniform half-price to
Fit Stalls and P.A.
Booking Office at the ROBINSON PIANO CO.,
open on and after MONDAY, the 12th
February, 1907, at 10 A.M.
Hongkong, 4th February, 1907.

To Let.

TO LET.

IMMEDIATELY the spacious premises on
the Ground Floor of No. 3, PEDDAR'S
STREET, at present occupied by Messrs.
HARRIS KEENEY & Co., Ltd.

Apply to—

GILMAN & Co.

Hongkong, 22nd January, 1907.

TO LET.

IN AUSTIN AVENUE, KOWLOON,
Nos. 2, 7, and 12.
From 1st March, 1907.

Apply to—

COMPRADORE DEPARTMENT,
E. D. SASSOON & Co.

Hongkong, 31st January, 1907.

TO LET.

NO. 6, PEDDAR'S HILL, comprising of
5 Rooms with Out-houses, occupation
from 1st proximo.GROUND FLOOR of No. 4, DES VEXUX
ROAD including a "Strong" Room and Servant
Quarters.ROOMS on Second Floor of Victoria Build-
ing, No. 5, QUEEN'S ROAD CENTRAL.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 4th February, 1907.

TO LET.

NOS. 4 and 16, LEIGHTON HILL ROAD.

Apply to—

HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 22nd January, 1907.

TO BE LET.

2ND FLOOR, No. 23, CAINE ROAD.

Apply to—

SIN TAK FAN.

Hongkong, 19th January, 1907.

TO LET.

FOUR-ROOMED HOUSES at PRAVA
EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 2nd January, 1907.

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Vexux Road Central,
(formerly occupied by Messrs. Shawan, Tomes
& Co.)

Apply to—

HO TUNG,
Compradore Department,
Jardine, Matheson & Co.

Hongkong, 26th September, 1906.

TO LET.

THE Premises known as No. 199, WANCHAI
ROAD, now occupied by Messrs. Macdonald
& Co.'s Engineering Works. Possession, 1st
February, 1907.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 4th January, 1907.

TO LET.

NO. 1, WEST END TERRACE, Shamshau,
Canton.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 10th December, 1906.

TO LET.

"RANFURLY" CONDUT ROAD
OFFICES, in King's Building, and
York Building.

Intimation.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and SHERRIES bottled in Europe have been especially selected and procured from the celebrated Firm of

C. G. SANDEMAN SONS & CO.

London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED.

AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not be responsible for any returned MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). Yearly—\$12 per annum. Half-yearly—\$6 per annum. The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per annum is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On January 15, at Shanghai, the wife of M. KONKOFF, of a son.
On January 25, at Shanghai, the wife of A. J. BEZLEY, Indo-China Steam Navigation Company, of a daughter.

MARRIAGE.

On January 31, at 4 p.m., at Shanghai, Mr. A. ROSENBERG and Miss ORPHA LA DONA DEAVITT.

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 5, 1907.

Kobe's Maritime Ambitions.

During the past few years, the majority of the seaports in the Far East have been engaged in considering the advisability of extending their harbour and docking facilities with the object of attracting a larger share of the mercantile marine trade and meeting the requirements of the moment. To a certain extent the question of improving harbour conditions has arisen through the vastly increased tonnage of merchant vessels plying in the East, but it has also come to the fore through the perfectly laudable desire to aggrandize the various ports in the Far East. In the Straits Settlements several schemes are in progress whose sole and avowed aim is to secure additional custom, the largest proposition being that which was adopted by the Straits Government for the benefit of Singapore. In Hongkong there will shortly be completed a variety of schemes which should afford enhanced opportunities for the discharging, loading and docking of vessels, but in this case private enterprise has been the main if not the only factor in the construction of these reproductive works. Now, it appears that the authorities at Kobe have succeeded in inducing the Japanese Government to assist in the furtherance of a proposal for the building of new quays, which will have the effect of reducing the shipping charges and promoting trade in general. In a memorial which

was presented to the Diet, reference was made to the progress which resulted from the nationalisation of the railways, in so far as internal communications were concerned, but regret was expressed that nothing had been done for the harbours of the kingdom. The memorial went on to say that the competition between Japanese and foreign shipping is growing daily more severe, while an important event in regard to international communications is at hand in the completion of the Panama Canal. The improvement of Japan's harbours is, consequently, it was urged, a matter of great urgency. At its last session the Diet passed a resolution for the construction of harbour works at Yokohama. With regard to Kobe, however, only ¥3,600,000 was voted for the connection of the communications on land and sea. That vote was welcomed as the harbinger of more extensive arrangements, but the time has come when Kobe, in view of its importance, claims its right to receive further favours. At present, there is a tendency to concentrate the harbour accommodation for large vessels at certain representative harbours. The whole East, in fact, the memorial declares, requires one central harbour of universal use, and both from geographical position and considerations of general convenience, that central harbour should be in Japan. Of the Japanese harbours, no one will deny that Kobe is the most favourably situated for occupying this position. Kobe Harbour consequently requires to be so equipped as to be placed among the greatest harbours in the world. The idea that Kobe shall become the great central emporium of the maritime trade in the Far East is somewhat far-fetched, especially when it is remembered that the Japanese port is not yet within measurable distance of being a terminus for international shipping. After the original idea of devoting three and a half million yen for the purpose of developing the resources of the port had been submitted, an investigation took place on the subject of the present facilities afforded at Kobe, and it was finally decided to set aside thirteen million yen for the construction of extensive reproductive works. But the cost will be spread over several years, the proposal being to expend four hundred thousand yen this year, while the improvements will proceed until the scheme as now adopted has been completed. Even then it is believed in Kobe that the accommodation for the shipping trade will not be adequate for the increased facilities required, but on the principle that half a loaf is better than no bread the authorities at Kobe have expressed their acquiescence in the proposals of the Imperial Government. Indeed, to indicate the enthusiasm of the people in the new scheme, it is stated that Kobe will undertake to be responsible for one-third of the total expenditure, which will certainly impose a heavy burden on the residents. It will thus be seen that the Japanese Government propose to divert an amount for harbour extensions practically equal to the sum which has been earmarked for similar purposes in Singapore. Whether they will succeed in elevating Kobe to the leading position in the shipping traffic of the Orient is another question. Manila, it must be remembered, is making a bold bid for the Pacific trade and will, in the near future, employ greater exertions to become a recognised factor in this direction. It is futile to prophesy, but if Hongkong maintains her supremacy as the distributing centre for South China we fancy there need be little need to fear any loss of prestige by the advent of a new rival in the North.

LOCAL AND GENERAL.

The schedule of the forthcoming show which will be held under the auspices of the Hongkong Horticultural Society has now been issued. The show will be opened on the 26th inst. and will continue over the following day:

The dates of the two lectures (to be delivered by Mr. A. E. Wright, F.S.I., on sanitary building construction which have been taken place on Wednesdays, 6th and 13th, have been altered to Thursday, 7th, and Tuesday, 12th.

LADIES and Gentlemen attending the Reception at Government House on Wednesday, the 6th February, at 10 p.m., in honour of T. R. H. the Duke and Duchess of Connaught, are requested to bring two visiting cards to be handed to the A.D.C.'s in waiting.

Government House, 4th February, 1907.

The 10th Cavalry will leave the United States on the transport *Dix* to relieve the 8th Cavalry, now in the Philippines. Information to the effect that the *Dix* would bring the first of the coloured regiments of Cavalry was received at Division Headquarters, Manila, on the 1st inst. The message stated that the regiment would bring with it 500 head of horses for the Cavalry in the Philippines and would come on the *Dix* on her next voyage.

We are informed that a private telegram has been received by the friends of Mr. A. J. Basto, Jr., in Hongkong, that that gentleman has successfully passed his examinations on Criminal Law in London. Mr. Basto, Jr., has been in London for the last two years qualifying himself for the Bar. He is a son of Mr. A. J. Basto, of Macao, and is in the Chinese Imperial Maritime Customs Service. Mr. Basto expects to pass his final examination in May next.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The eighty-third report of the court of directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, on Saturday, the 6th inst., at noon, is as follows:

To the proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen,—The directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 31st December, 1906.

The net profits for that period, including \$1,712,472.37, balance brought forward from last account, after paying all charges, deducting interest paid and making provision for bad and doubtful accounts, amount to \$1,433,102.68. The directors recommend the transfer of \$750,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$11,000,000.

After making this transfer and deducting remuneration to directors (there remains for appropriation \$3,658,102.68, out of which the directors recommend the payment of a dividend of one pound and fifteen shillings sterling per share, which at 4/6 will absorb \$27,212.22 and a bonus of one pound sterling per share, which at 4/6 will absorb \$355,555.55.

The difference in exchange between 4/6, the rate at which the dividend and bonus are declared, and 3/4, the rate of the day, amounts to \$958,766.01.

The balance \$7,122,558.90 to be carried to new profit and loss account.

After careful consideration your directors have decided that it is desirable to further increase the capital of the Bank from \$10,000,000 to \$15,000,000.

A circular will be issued to shareholders shortly, and later an extraordinary meeting of shareholders will be called to obtain your sanction to the scheme being carried out, when your directors will recommend the creation of 40,000 new shares of \$125 each, to be issued to shareholders at the price of £30 each payable at current rate of exchange, in the proportion of one new share to two old shares.

Mr. G. H. McDermott has been elected chairman for the year 1907 and the Hon. Mr. W. J. Gresson deputy chairman.

Mr. H. A. W. Slade having resigned his seat on leaving the Colony, Mr. G. Balloch has been invited to fill the vacancy; the appointment requires confirmation at this meeting.

Mr. A. Haupt, Mr. R. Shewan and Mr. A. J. Raymond retire in rotation, but being eligible for re-election, offer themselves accordingly.

The accounts have been audited by Mr. W. Hutton Potts and Mr. A. G. Wood, who offer themselves for re-election.

A. HAUPT, Chairman.

Hongkong, 5th February, 1907.

CANTON DAY BY DAY.

The Lieut. TARTAR GENERAL.

[From Our Own Correspondent.]

A telegram has been received yesterday by H.E. the Tartar General Shou from the newly appointed Lieutenant Tartar General Li Kuo Chi, stating that he is expected to arrive in Canton on the 10th instant to take up his new post.

JUVENILE SMOKING. The Canton Bureau of Education, acting upon instructions from the Ministry of Education ateking, has issued a proclamation forbidding all students of junior ages from smoking cigarettes. The proclamation set forth all the evil effects of juvenile cigarette smoking and orders all teachers of the different schools and colleges in the province to strenuously prohibit all junior students from the evil habit of cigarette smoking.

ATTEMPTED GAOL ESCAPES. As the new building of the Namhoi gaol is in course of construction, the prisoners have been placed in custody in different places on the night of the 30th ultimo. Nine prisoners who have been sentenced to death and were kept in the Ng. Sin Lau building, attempted to escape by climbing over the wall. Before they had accomplished their task, they were heard of by the watchman. The usual alarm was at once raised and the nine prisoners were at once recaptured. The Namhoi magistrate reported the case to the Viceroy and by order of the latter the aforesaid criminals were executed on the 2nd instant. They should have been executed, but for the official seals having been closed, on the 1st instant.

POLICE UNIFORM. The Police Department of Canton have indicated for long-ell uniforms for the use of the force during the winter and have distributed these to the members of the force for the cold weather.

NEW YEAR HOLIDAYS. The Superintendent of Customs has issued a notification that the Custom House will be closed for the transaction of business, and shipment and discharge of cargo will be suspended from the 21st to the 15th instant inclusive, being the Chinese new year holidays.

ROBBERS. At present the robbers are active and are extra daring; they have even attacked official yamen. At the night of the 2nd instant some rascals entered the building of a petty official in Ko Wah Lane, inside the city, by the roof, and made off with a quantity of booty. No arrests have been effected so far.

COUNTERFEITERS. In Patsan on the 2nd instant through information received a house was raided and twenty-two persons were arrested on the charge of printing and issuing counterfeit bank notes.

ANOTHER number of *The Gokwan* made its appearance. It contains, among a great deal of reading matter that must be very unpleasant reading to many people, a very sympathetic reference to the late Mr. Frank Matland, a kindly sketch, which we are glad to think is rather more truly reflective of the innate good feeling of the author than the remainder of the contents of the publication, and which cannot fail to be appreciated by all Mr. Matland's friends.—*Shanghai Times*.

THE ROYAL VISIT.

SHIPPING COMMUNITY'S DEMONSTRATIONS.

It is reported that the shipping community is preparing to give their Royal Highnesses the Duke and Duchess of Connaught and Princess Patricia a royal send-off when the party leaves by the night steamer for Canton. Most if not all the principal craft in the harbour will be illuminated for the occasion, and there will be a perfect fusillade of crackers, while the junks are expected to exhibit flares and characteristic Chinese lights. The Royal party leaves between 10 and 11 o'clock at night, and it is probable that special permission will be extended to the vessels which intend to make a demonstration in honour of the Royal visitors, to exhibit their feelings of good-will and friendship. As a matter of fact, it is anticipated that the necessary paraphernalia, such as crackers, Chinese lanterns, etc., will be distributed by the authorities to those who care to apply for them.

DOUBT LAUNCHING AT KOWLOON.

STERN WHEELERS FOR TONKIN.

The launching which took place this afternoon at Kowloon of the light draft stern wheelers *Rubis* and *Saphir* practically completes the contract made between the Hongkong and Whampoa Dock Co., Ltd., and Mr. Roque, representing the Service Fluviale Subventionné, of Tonkin. The order was for two vessels. The *Perle* went on her trial trip on the 18th ultimo, the *Emeraude* took to the water during the latter part of January, thus leaving two more vessels to fill the order. The *Rubis* and the *Saphir*—the last two ships—are of the same size as the other ships. They are each 130 feet long, 24 feet broad and a depth moulded of five feet.

AMQY MUNICIPAL COUNCIL.

Minutes of a meeting of the Kulangsu Municipal Council, held at the Board Room, on the 15th January, 1907.

Present:—Messrs. F. B. Marshall (Chairman), C. A. V. Brown, A. F. Gardiner, L. I. Thomas, W. H. Wallace, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

Application for 30 debentures were considered and received an allotment in full.

A report, as follows, is read from the Government Analyst at Hongkong, on the samples of milk forwarded to him on the 24th December, 1906:—Mark "A" from the Kulangsu Dairy Co., Mark "B" from Ah-sam, Mark "C" from Sing-see, Mark "D" from Eng-hap, Mark "E" from Eng-hap, Mark "F" from Chiet-hoi. All the above samples are reported on, as follows:—

"The quality of the milk answers the legal requirements. Mark C, from Chiet-hoi, I am of opinion that the said sample contained the parts as under:—

Milk... .. 89
Added water... .. 11

Mark "H" from Chiet-hoi, I am of opinion that the said sample contained the parts as under:—

Milk... .. 91
Added water... .. 9

In the case of Chiet-hoi, as both his samples, taken in September last, were also reported on as containing added water, it is decided to fine him \$5.

The Superintendent of Police reports the following cases have been dealt with in the Mixed Court since the last meeting:—Summons: Breach of the peace, 1; Debt, 1; Illegal possession of land, 1; Summary Arrests: Being in possession of stolen property, 1; Assault, 1; Theft, 1; Drunkenness, 1.

(Signed) FRED. B. MARSHALL, Chairman.

By Order, C. BERKELEY MITCHELL, Secretary, K.M.C.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup, was held at Happy Valley from the 2nd to 4th February, 1907. The following returns were made:—

CAPTAIN'S CUP.
Mr. G. H. Edwards 96-18=78
Dr. I. A. Baies, R.N. 97-18=79
Hon. Mr. W. J. Gresson, 96-14=82
Mr. C. B. Down 89-6=83
Dr. G. M. Hartman 89-10=84
Mr. J. Douglas 94-10=84

(70 entries).
Mr. G. H. Edwards 87-12=75
Mr. R. M. Edwards 96-18=78
Hon. Mr. W. J. Gresson, 96-18=78
Lt. C. B. Down 89-6=83
Mr. J. Douglas 94-10=84

(30 entries).
Winner of Cup. * Winner of Pool.

The fourth dance of the Scottish Masonic Quadrille Association was held last evening in the City Hall and proved a very enjoyable function, so thoroughly well was every arrangement organised. Preparations having already commenced for the visit of the Duke of Connaught to the Grand Lodge to be held at the City Hall, the decorations were truly marvellous in their detail. The grand staircase was beautifully decorated with huge palms and ferns whilst at the landing was the familiar masonic design of the square and compasses. The Committee have done well in retaining the Calcutta String Band, for from a dancer's point of view there is no better music to be obtained just now in the Colony. Last night the waltz music was highly appreciated. Despite the fact that owing to the visit of the Duke it was found necessary to advance the date a few days, and although it followed so close upon the Volunteer Ball, there was a very full muster of members and guests. Dancing continued until two o'clock, when a special ferry conveyed the Kowloon residents homeward. A next dance on the 7th March will be a "Regatta Dance" and this season will close with a fancy dress "Cotton Ball" on 3rd April.

BIRD'S NEST IN COURT.

JUDGMENT FOR DEFENDANTS.

At the Supreme Court this morning his Honour the Chief Justice delivered judgment in the case in which the Mao Shen Wo sued the British India Steam Navigation Co., for the recovery of \$1,863, being the amount of cost, freight and insurance on six cases of bird's nests which were not delivered.

Mr. M. W. Slade, and Mr. Cahrop, instructed by Mr. G. K. Hall Branton, of Messrs. Branton and Heath, appeared for the plaintiffs, the defendant company being represented by Hon. Mr. H. E. Pollock, K.C., instructed by Mr. G. Hastings.

THE JUDGMENT. His Honour said the plaintiff or his agent shipped on board the defendant's vessel some cases of white bird's nests: he received some cases of peanuts. He therefore alleges that the defendant has not fulfilled his contract of carriage, as it is expressed in the Bill of Lading, and seeks to recover the value of his bird's nests. The case is manifestly of great public importance. On the bare statement of it, it much resembles the too common occurrence, to which all of us have been subject of a case of wine shipped and on arrival being found to contain a certain number of bottles of water: the case being in fact delivered as shipped "in good order and condition," showing no external marks of damage. This case however presents this peculiar feature, that their cases when landed did show external signs of not being in good order and condition: the claim is, however, not for damaged goods, but for non-delivery of goods as shipped, and the question is how far this affects the case of proof, as it results from the two conditions contained in the Bill of Lading, "shipped in good order and condition," and "weight, contents and value unknown." The point thus raised did not seem to have been expressly decided.

The shipowners relied in the first place on another condition of the Bill of Lading. "This Company is not to be responsible for damage, evaporation, or loss, or leakage or breakage, or other consequence arising from errors, omissions, absence of marks, or from the insufficiency of the address, or packing, internal or external, or for the condition or contents of re-shipped or re-exported goods."

The plaintiffs had ordered six cases of bird's nests from a firm in Batavia. They were shipped by the s.s. *Van Rebeck*, not a through Bill of Lading to the plaintiffs in Hongkong, but on a Bill of Lading to the Ban Ann Hoh, a firm in Singapore who forwarded them to the plaintiffs by another steamer on a separate Bill of Lading.

It was necessary to see what this exception in the Bill of Lading really means. In the first place its grammatical construction does not warrant the linking of the word "damage," with the last sentence which refers to re-shipped or re-exported goods; therefore he was unable to adopt the suggested construction that the exception protects the shipping company only from damage resulting from the fact of re-shipment or re-exportation. If damage results from this it seems probable, though his Honour expressed no opinion on the point, that the liability would have to be determined by other principles. It was of opinion that under this clause of the Bill of Lading the shipowner claims a complete exemption in the case of re-shipment or re-exportation, and that it must be read thus:—"The Company is not to be responsible for the condition or contents of re-shipped or re-exported goods." If the words of this exception are properly understood, the reason for its introduction is apparent: whether the onus of proof be on the ship or the shipper, the practical difficulties in the way of proving where damage was actually caused, whatever the damage may be, when the goods have been in different ships, not necessarily belonging to the same company, is obviously so great that the shipowner relieving re-shipped or re-exported goods declines to accept any responsibility whatever. These words must be used either in their ordinary sense, or in a sense restricted by the conditions of the business with regard to which they are used. The terms were consistent with the custom of shipping, which is reasonable, which meets entirely the special risks which the shipowners desire to avoid, which moreover cannot be misunderstood, and which therefore supposes the parties to be *ad idem* when the contract for carriage is entered into. Re-exporting in the bill of lading has a definite meaning: it refers to goods which have been entered at, but have not passed the customs: have not paid duty, but remain on the customs premises, either wharf or warehouse, till they are re-exported.

A thorough bill of lading is of course the commonest case in which there is re-export or re-shipment in this limited sense. But such a bill of lading is not essential to bring the case within the exception: not even that there need be a continuous voyage. Where there are import duties it is obvious that such goods will not be passed through the customs except by special arrangement. In such circumstances the term "re-export" has a very definite meaning; and so also, the customs being non-existent, has "re-shipment." The shipowner may, if the circumstances seem to him to justify it, insist on making the re-shipment exception part of the contract, and shipper may accept it or reject it as he pleases. Much stress was laid on the fact that although the voyage *qua* shipboard was not continuous, yet that *qua* consignment it was: for the goods were ordered to be sent from Batavia to Hongkong, and were in fact so sent. Only the voyage was broken, and an intermediate delivery taken at Singapore. So far as the facts are concerned it is clear that the goods were taken from the *Van Rebeck* to the godowns of Ban Ann Hoh; beyond this it is not necessary to go. It might possibly be that the right of stoppage in transit is not destroyed by this taking delivery. But the two things rest on an entirely different basis; and his Honour was of opinion that this is not a case in which the shipowners can rely on the exception. The clause runs thus:—"In all cases and under all circumstances, the liability of the Company shall absolutely cease when the goods are free of the ship's tackle, and thereupon the goods shall be at the risk for all purposes and in every respect of the shipper or consignee." This must refer to the case where delivery is taken by the consignee, or could hardly exempt the shipowner in cases where, although the cargo has been landed, his character of carrier has not been changed to that of warehouseman.

After quoting authorities at some length, and further remarks on the meaning of the terms of the exceptions in the Bill of Lading, his Honour passed judgment for defendants, with costs.

Two brokers, one residing at No. 1, Salt Fish Lane, and the other at No. 104, Connaught Road Central, were arrested yesterday afternoon by P. S. O'Sullivan on a charge of fraud. The complainant was Ko Kai, 16, New Market Street, and he alleged that the brokers, under false pretences, separated him from \$245. The particulars of the case is not yet known. When the pair were arraigned before Mr. E. A. Hazland, this morning, at the Police Court, Mr. R. Harding appeared for the defence, and the case was adjourned.

THE LEGAL RAM.

HONGKONG TELEGRAPH SERVICE.

CAPTAIN HAYES' ACTION.

AWARDED DAMAGES FOR WRONGFUL DISMISSAL.

[From Our Own Correspondent.]

Shanghai, 5th February, 2.40 p.m.

Captain Hayes, of the steamship *Culmore*, has been awarded, by the Supreme Court, the sum of \$600 as compensation for wrongful dismissal.

HYGIENE EXAMINATION.

PRESENTATION OF PRIZES.

H. E. the Governor having again kindly offered prizes for the encouragement of the study of hygiene, examinations were held on the 2nd December, last, at which all the principal Government and aided schools in the Colony competed.

His Excellency presented the prizes to the successful candidates at Government House today at noon. They were as follows:—

ADVANCED COURSE.
Lau Lu-Ching Ellis Kadoorie School 50
Carlos Sequeira St. Joseph's College 60
Wan Shuk-ching St. Basil's School 20
Chau Chiu-yun Diocesan Boys' School 20

ELEMENTARY COURSE.
The successful team of ten competitors came from the Diocesan Boys' School, which thus becomes the holder of the shield for "one year." Prizes were also given for the best papers in the winning and the two next teams, and were awarded to the following:—

Manuel Leitao Diocesan Boys' School, 30
Alice Brandt Italian Convent 20
Flora Rozario Beilios Public School, 20

DIED FROM FREIGHT.

COOLIES' WONDERFUL DEFENCE IN COURT.

Two coolies and an aged farmer, the trio residing at Aberdeen, were ordered by Mr. F. A. Hazland, at the Police Court, this morning, to be held in police custody until Friday, next, when it will be up to them to show cause why they should not be punished—the coolies for removing a dead body for burial without the sanction of the Sanitary Board, and the farmer for procuring the removal of the body without a permit. The evidence adduced by the police was very conclusive and to the point, but the defence put up by the two coolies—that the deceased was alive when they took him out for a walk and that he died as soon as he saw the police—was tame in the extreme. The deceased was twenty-one years of age and was the eldest son of the third defendant—the farmer, Inspector Dymond, of Aberdeen Police Station, in whose district the offence was committed, said that while one of his men was on duty, shortly after midnight yesterday, he noticed two men coming from the direction of a hut, carrying the lifeless body of an adult. As soon as they saw the officer they dropped their burden and took to their heels. They were pursued, the inspector said, and the second defendant was arrested. The dead body was taken to the morgue and the prisoner to the station. Then a search was made for the other man which resulted in the arrest and subsequent discharge of an innocent individual who was in the vicinity at the time. He cleared himself by giving the whereabouts of the first defendant, which led to his arrest, and through the latter the farmer was arrested. Inspector Dymond did not think that the deceased died from any contagious disease. The man had been ill for some months and in his opinion death was due to an abscess in the neck.

The defendant all told the same story. The coolies lived in the hut adjoining that of the farmer. Shortly after midnight the farmer called them and asked that they should take his sick son out for a walk. They consented and about twenty paces away from the hut on seeing the policeman the man died.

His Worship said that he would have to consult with the doctor with reference to the case and fixed the further hearing for Friday.

EIGHT men—five of whom were found roaming about the Central district during the small hours this morning, two at Hung Hom, and one at Wanchai—were gathered in by the police on charges of being rogues and vagabonds. They could not furnish a satisfactory explanation about themselves; they had no fixed place of abode, and as for cash they could not be raised among them. They had just come from Canton to look for work, they said. They were arraigned before the magistrate, at the Police Court, this morning, and each man was sent to gaol for fifteen days, with a taste of stocks thrown into the bargain.

SHIPPING AND MAILS.

English (*Dolph*) 6th inst, 9 a.m.
German (*Prins Sigmund*) 6th inst
American (*Doris*) 8th inst.
Indian (*Kumung*) 13th inst.
Canadian (*Empress of Japan*) 15th inst.

The C. P. R. Co.'s s.s. *Tartar* arrived at Vancouver at 3 a.m., on 4th inst.

The C. E. R. Co.'s s.s. *Empress of China* arrived at Vancouver at 8 a.m., on 4th inst.

The C. N. Co.'s s.s. *Taming* left Mailla on 5th inst., and may be expected here on 8th inst., at 8 a.m.

The Imperial German Mail s.s. *Prinzess*, which left here on 1st inst., arrived at Shanghai on 4th inst., at 3 p.m.

The N. Y. K. s.s. *Riojun Maru*, Bombay Line, left Moji for this port on 3rd inst., and is expected here on 8th inst.

The N. Y. K. s.s. *Kawachi Maru*, Yokohama Line, left Singapore for this port on 3rd inst., and is expected here on 9th inst.

The Java-China-Japan Line s.s. *Typhoon*, left Macassar for this port on 2nd inst., and may be expected here on 10th inst.

The I. C. S. N. Co.'s s.s. *Kumtong* from Calcutta and the Straits left Singapore for this port on 4th inst., at 6 p.m.

The C. P. R. Co.'s s.s. *Albatross* arrived at Nagasaki at noon, on 4th inst., and left again at 5 p.m., same day for Shanghai, where she is due to arrive at 4 p.m., on 6th inst.

TELEGRAMS.

[Reuter's.]

The King and Queen in Paris.
LONDON, 3rd February.
As their Majesties are travelling incognito there was no official reception at the station on their arrival.

The United States and Japan.
Several American newspapers are printing the wildest articles on the prospects of war with Japan. It is alleged that Japan has practically presented an ultimatum.

The Washington officials condemn the revival of the war talk, which they say is utterly unwarranted.

Later.

Turkey.

Baron Marschall de Bieberstein, the German Ambassador in Constantinople, has been received in audience by the Sultan. The chief subject of conversation was the crimes of Fehim Pasha, and the result, the appointment by the Sultan of a special Commissioner to examine the charges against the Pasha.

Fehim Pasha has become an object of terror to everyone, and in the meantime parades the streets ostentatiously.

SANITARY BOARD.

The bi-monthly meeting of the Sanitary Board was held in the Board-room this afternoon, when the following business was transacted:

QUESTION OF CUBICLES.

An application was submitted to the Board by the tenant of No. 55, Connaught Road Central, to be allowed to retain three cubicles on the first floor of that house.

Hon. E. A. Hewitt inquired: If the house has been built after the passing of the new ordinance no hardship is entailed by the absence of cubicles, as the man was, presumably, well aware of the law at the time the plans were drawn up.

The Hon. the Registrar General inquired: The cubicle question will never be settled so long as houses are allowed to be built which are uninhabitable by more than one family without partitions of some kind.

QUESTIONS BY MR. HUMPHREYS.

Pursuant to notice Mr. Humphreys asked: 1. Has the Medical Officer of Health ever recommended any Chinese houses for total exemption from the provisions contained in sub-section (1) of section 175 of the Public Health and Buildings Ordinance of 1903? If so, why did he make such recommendation when (as he now states) he does not regard any domestic building as perfectly sanitary which is not provided with an open space exclusively belonging to such building?

To which the Medical Officer of Health replied:—Dr. Clark has recommended one house for total exemption from the provisions contained in sub-section (1) of section 175 of the Public Health and Buildings Ordinance of 1903. This house is a small triangular building of two storeys, at the corner of Yee Wo Street, numbered 63, and can only legally accommodate more than two persons on each storey. The reason given was that the house was so small, and Dr. Clark pointed out to the Board at the time that the best way to deal with the property would be for the owner to let No. 61 (which has a backyard), and No. 63 jointly as one dwelling, but that the Board had no power to enforce this suggestion.

Mr. Humphreys then asked:—2. Has the Board (with the consent of the Governor, in Council) ever granted Chinese houses total exemption under section 175 of the Public Health and Buildings Ordinance of 1903, upon the recommendation of the Medical Officer of Health?

The Medical Officer of Health replied:—The Board has granted total exemption, under section 175, to 17 Chinese houses on the recommendation of Dr. Barnett, to 17 Chinese houses on the recommendation of Dr. Pearce, and to 79 Chinese houses on the recommendation of Dr. Macfarlane.

DAIRY FARMS.

A letter from the Secretary of the Dairy Farm Co., Ltd., was submitted to the Board, recommending that in future no licences be granted for the establishment of dairies, which would be so established in the vicinity of dairies already operating; and requested the Board to bear this recommendation in mind in view of possible future applications for such licences.

FIRE NEAR THE MARKET.

ONE FLOOR GUTTED.

Shortly after eight o'clock this morning a fire broke out on the first floor of No. 21, Hing Loong Street, a two-storeyed building, west of the Central Market. The ground floor of the premises is used as a tinmith's shop, the upper floor being occupied by a family, who were away at the time. The only person left to look after the house was the cook and he at eight o'clock this morning lit the stove before locking up the house to go to the market to purchase the day's provisions. It was during his absence, as we are informed, that the stove became overheated and the floor took fire. The alarm was given by the occupants of the ground floor and the fire brigade station being close at hand the engines were on the scene very promptly. The main door of the flat had to be destroyed before the firemen could gain admittance. The flames then had a good hold on the premises. After a hard struggle the firemen were successful in confining the flames to the first floor, which was gutted, the ground being damaged only by water. The premises are reported to be uninsured and the amount of damage done is not known.

THE HONGKONG TRANSPORT AND TRADING CO., LD.

SCHEME OF AMALGAMATION.

An extraordinary general meeting of the "Shell" Transport and Trading Company, Limited, was held at Winchester House, Old Broad-street, E.C., on 31st Dec., to consider the following resolution:—"That the company do hereby authorize the directors to enter into such agreements as may be desirable to carry into effect the scheme for amalgamation between the company and the Royal Dutch Petroleum Company, Limited, which has been signed by Sir Marcus Samuel and Mr. Deterding, dated September 12, 1906, with such modifications, alterations, and additions as the Board may determine, and to concur in the formation of the two companies necessary to carry out such scheme, and to do all other things which may be desirable for that purpose." Sir Marcus Samuel presided. Mr. E. A. Smith Rewse having read the notice convening the meeting.

The Chairman said: When we last had the pleasure of meeting the shareholders I fore-shadowed the conclusion of an agreement for the amalgamation of the interests of this company and of the Royal Dutch Petroleum Co., Limited, the principles having been agreed at a meeting at The Hague in July between a committee of our board and of the Royal Dutch. A provisional agreement has been actually signed by Mr. Deterding, managing director of the Royal Dutch Petroleum Company, and by myself. A vital preliminary was the investigation of the properties and of the liabilities of the respective companies, and I am happy to say that these, as was to be expected, are proving satisfactory to both parties and the agreement has been accepted in principle by both Boards, so that, subject to the settlement of necessary details, and to the formal consent of the shareholders of both companies, we may hope to see the scheme carried to completion on or before March 31. In order not to lose the great advantages accruing from the very moment of joint working, steps are already devised which will make this come into operation for practical purposes from Jan. 1, 1907, although the accounts must be kept in such a fashion that should, by any chance, the amalgamation not be carried through, an adjustment between the companies will be feasible. Before giving you the actual details of the agreement which has been open for inspection by shareholders at the offices of the company for the last two days, I will point out to you the principal reasons why an amalgamation between the two companies is a matter of urgent necessity to both.

The Nederlandsche Indische Industrie en Handel Maatschappij, owned by the Shell Company, have erected at enormous cost a refinery capable of treating at least 12,000 tons of crude oil per week, together with adequate storage. They, in common with other contracting producers, market their oil through the Asiatic Petroleum Co., Ltd., in which the Shell Company hold one-third of the shares, the Royal Dutch Company one-third, and Messrs. Rothschild and their friends one-third. The quantity of oil deliverable to the Asiatic Company by each party is limited by agreement, and the minimum quantity which the Nederlandsche Indische is entitled to supply would not suffice to keep the refinery at full work. The Royal Dutch Company have developed a production of oil of their own in Koetei, adjoining our territories, which, if they wanted to refine upon the spot, would necessitate the erection by them of a refinery, and tankage at great cost, and which would be a useless duplication of the already existing facilities. Although selling through the same medium, the two companies are still practically competing with one another, since their interests constantly conflict. The Royal Dutch have erected a plant which is turning out about 500 tons of paraffin wax per month, and the product is finding a ready sale. This plant is, however, erected in Sumatra, whereas the oil containing the most valuable paraffin is produced in Borneo. Whether this amalgamation goes through or not, the Shell Company intend to forthwith erect a plant capable of turning out 1,000 tons of paraffin wax per month, experience having shown beyond any possible doubt that the crude oil available for this purpose is forthcoming. Failing an amalgamation, the Royal Dutch would also erect a plant in Koetei, and there would be constant competition and friction between the two companies, nor would such competition tend, with this one product, since, owing to scientific investigation, most valuable properties have been discovered in our Borneo benzine, and certain plant has to be erected to treat it, and here again we should find ourselves in competition with our associates. The great experience acquired by the Royal Dutch in their experimental work, leads us to frankly recognise the value of their co-operation. The union between us as it exists at present is a terminable one. It was made originally only for 20 years, and a sufficient period has already expired to cause the directorate of both companies to consider what is to happen at the end of the time, and with such a question perpetually before one, it is very obvious that the interests of the business as a whole suffer to an extent which can only be realized by those practically conducting it. This has weighed with overwhelming force in inviting the shareholders of both companies to the amalgamation upon the lines now proposed. These are briefly, that new companies will be formed for the purpose of acquiring (with certain exceptions) the entire assets and undertaking of the Royal Dutch Company and the Shell Company as on Jan. 1, 1907.

The Royal Dutch is to have an interest of 60 per cent. in the new company or companies, and the Shell Company an interest of 40 per cent., and those companies are to have the right of nominating directors of the new company in proportion to their interests. The new company is to have a working cash capital of £500,000, which is to be provided by the Royal Dutch Company and the Shell Company in the proportion of 60 per cent. and 40 per cent.

[Continued on page 6.]

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

The report of the board of directors to the ordinary half-yearly meeting of shareholders to be held at the Office of the Company, on Tuesday, the 12th inst., at 2 o'clock, states:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 31st December last.

After paying running expenses, salaries, premia of insurance, repairs, balance of \$15,000 special repair account brought forward from last half-year and all other outgoings, there remains, including \$5,464.97 carried forward from last account the sum of \$100,170.08 at credit of profit and loss account. From this amount the directors recommend that a dividend of one dollar per share or \$80,000 be paid to shareholders, leaving a balance of \$20,170.08 to be carried forward to new account.

The disastrous typhoons of September caused the stranding of five steamers of the Company's fleet, with paralyzing effects to the service, which were further accentuated by the burning of the China Navigation Co., Ltd., steamer *Hankow* on the 13th October.

The financial loss to the Company has been very heavy although 70% of the book values of the vessels were covered by insurance. The cost of all repairs by typhoon damage and otherwise, including cost of salvage of the steamers *Huanghai*, has been defrayed out of the earnings of the half year, except the cost of repairs to *Huanghai* which only being completed at end of January will be chargeable to the first half year of 1907.

Immediately following the 18th September there was a shortage of tonnage on the river, but since then the competition has been as fierce as ever, and Chinese freights have ruled very low.

The Pool Agreement with the China Navigation Co., Ltd., expired at the end of last year, and, while renewing it, your directors entered into an agreement with that Company to dispose of our 4th share in the steamer *Fat-shan* to them on the basis of a total valuation of £15,000 which came into effect on the 31st December. This sale leaves a small profit to us on book value, as you will see in the accounts. It was also agreed that the China Navigation Co., Ltd., should purchase from us a 4th share in the *s.s. Powan* in order that she may be jointly worked as a spare boat or freighter, and that she should be replaced in the pool working on the Canton Line by the Company's steamer *Huanghai*.

The Pool Agreement between the China Navigation Company and ourselves extending over a period of 10 years has now been signed and executed. The transfer of 4th share in the steamer *Powan* has been made and will appear in the account of the first six months in 1907.

In order to replace the steamer *Huanghai* on the Macao Line, and recognizing the necessity of two smaller and more economical vessels for the trade, your directors purchased from the Hamburg-Amerika Linie the two river steamers *Sut-An* and *Sut-Tai*. They have been running on the line since the 11th instant and are working very satisfactorily. These changes have been decided on after very careful consideration on the part of your Board and in the best interests of your Company.

The working of the West River Service continues to be unprofitable and your directors in agreement with other joint owners decided to sell the stranded steamer *Tak-Hing*. The loss on her book value of our 1/3rd share amounts to \$14,105.39, but we hope to recover the sum of \$4,666.66 for estimated cost of repairs and salvage from Underwriters.

Mr. E. R. Fuhrmann resigned his seat at the Board upon leaving the Colony, and Mr. C. Thiel was nominated by the directors to fill the vacancy subject to confirmation by the shareholders at this meeting.

The retiring auditors, Messrs. A. O'D. Gourdin and W. Hutton Potts also offer themselves for re-election.

E. GORTZ,

Chairman.

BALANCE SHEET.	
Assets.	
Dec. 31, 1906.	
Value of steamers <i>Honam</i> , <i>Powan</i> , <i>Huanghai</i> , <i>Sut-An</i> , <i>Sut-Tai</i> , and <i>Tungshan</i> 4th of <i>Kinshan</i> and 1st of <i>Sai-son</i> , <i>Nanning</i> , <i>Lintao</i> , and <i>Santai</i>	\$1,149,800.00
Value of lighters <i>Santai</i> and <i>Wolse</i>	8,000.00
Value of wharves, hulk and moorings	71,250.00
Value of properties at Canton, Wuchow and Kowloon	133,246.77
Value of spare gear and stores	16,269.37
Value of furniture	14.00
Value of shares in public companies	571,748.00
Value of Chinese bonds	693.10
Loans on mortgage	486,000.00
Interest accrued	2,457.92
Sundry debtors	56,922.01
Hongkong and Shanghai Bank Corporation current account	51,602.62
	\$25,943.97

Liabilities.	
Dec. 31, 1906.	
Amount of capital, 80,000 shares of \$15 each fully paid up	\$1,200,000.00
Amount at credit of depreciation and insurance fund	600,000.00
Amount at credit of equalization of dividend fund	250,000.00
Amount at credit of investment fluctuation account	114,424.63
Hongkong and Shanghai Banking Corporation loan account	250,000.00
Unclaimed dividends	6,919.00
Sundry creditors	28,126.16
Amount at credit of profit and loss a/c	100,170.08
	\$2,549,439.87

PROFIT AND LOSS ACCOUNT.	
Dr.	
Dec. 31st, 1906.	
To Repairs to steamers special account brought forward from last a/c	\$15,000.00
Amount paid for repairs to steamers	4,444.97

To Company's properties of losses in connection with the stranding of <i>s.s. Fat-shan</i> , <i>Kinshan</i> , <i>Huanghai</i> , <i>Lung-shan</i> and raising and repairing lighter <i>Wolse</i>	49,491.39
Difference between book value and price realized for company's 3rd share of <i>s.s. Tak-Hing</i>	14,105.39
Less amount recoverable from underwriters	2,466.66
Electric light installation <i>s.s. Huanghai</i>	11,638.73
Directors and auditors' fees	4,000.00
Dividend of \$1 per share 80,000 shares	\$80,000.00
Amount to be carried forward to new a/c	20,170.08
	100,170.08
	\$188,999.07

By Amount brought forward from last account	\$5,464.97
Net earnings of steamers	136,317.36
Interest on investments	19,223.43
Transfer fees	44.00
Difference between book value and price realized for company's 4th share of steamer <i>Fat-shan</i>	7,949.31
	\$188,999.07

DEPRECIATION AND INSURANCE FUND.	
Dr.	
December 31st, 1906.	
To balance	\$600,000.00
	\$600,000.00
By balance	\$600,000.00
	\$600,000.00
EQUALIZATION OF DIVIDEND FUND.	
Dr.	
December 31st, 1906.	
To balance	\$250,000.00
	\$250,000.00
By balance	\$250,000.00
	\$250,000.00

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$51; Union Insurances \$800; China Fires \$96; Shell Transports 31/6; Hongkong Hotels \$12; Cements \$21; Ice \$250; Powells \$7.

Sellers:—Hongkong Banks \$225; Canton Insurances \$395; China and Manila \$21; Douglas \$36; China Sugars \$131; Raubs \$81; Hongkong Docks \$143; Kowloon Wharves \$95; Hongkong Cottons \$114; China Borneo \$10; Electric \$16; Ropes \$21; China Lights \$91; A. S. Watsons \$12.

Sales:—Macao Steamboats \$30; Hongkong Docks \$143; Cements \$21.

Nominal:—Hongkong Fires \$375; Indo-China \$87; Shanghai Docks \$107; Hongkong Wharves \$123; Hongkong Lands \$107; West Point \$50; Humphreys Estates \$12; China Providents \$870; Dairy Farms \$16; Tramways \$21.

TO-DAY'S EXCHANGE.	
Selling.	
London—Bank T.T.	2/2 1/2
Do. demand	2/2 1/2
Do. 4 months' sight	2/2 1/2
France—Bank T.T.	2/2 1/2
America—Bank T.T.	2/2 1/2
Germany—Bank T.T.	2/2 1/2
India T.T.	2/2 1/2
Do. demand	10/6
Shanghai—Bank T.T.	10/6
Singapore T.T.	4 1/2
Japan—Bank T.T.	10/6
Java—Bank T.T.	10/6
Buying.	
4 months' sight L/C	2/3 7/16
5 months' sight L/C	2/3 7/16
30 days' sight San Francisco & New York	55 1/2
4 months' sight do.	55 1/2
30 days' sight Sydney and Melbourne	23 1/2
4 months' sight France	23 1/2
5 months' sight do.	23 1/2
6 months' sight Germany	23 1/2
Bar Silver	31 1/2
Bank of England rate	5 1/2
Sovereign	\$8.92

The *Mailla Times*, of 1st inst., says:—Customs Inspector P. G. Vernal smiled upon the Chinese chow pots aboard the *Linat* yesterday and before the ship sailed he had dug up 2,828 opium cartwheels from the belongings of the 156 Chinese passengers. Most of it came from the chow pots. Inspector Vernal was assisted by his four guards and four of the Customs secret service men under his charge. Receipts were given for the money and it was brought ashore in two large sacks. In Inspector Vernal's office it was counted, wrapped in packages of fifty pesos each and stored away in the Surveyor's safe.

To-day's Advertisements.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

PUBLIC HOLIDAY.

IN accordance with Government Notification No. 78, FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business: TO-MORROW (WEDNESDAY), 6th February, 1907.

By Order,
A. R. LOWE,
Secretary.

Hongkong, 5th February, 1907.

WANTED.

PRIVATE TUITION FOR BOY in English, French, Mathematics, etc., one hour daily. Apply, stating terms, etc., to—

C/o Hongkong Telegraph.

Hongkong, 5th February, 1907.

To-day's Advertisements.

NOTICE.

It is requested that Residents will kindly decorate their Hongks by a suitable display of BUNTING on the occasion of the arrival of THEIR ROYAL HIGHNESSES THE DUKE AND DUCHESS OF CONNAUGHT and the PRINCESS PATRICIA TO-MORROW (WEDNESDAY), the 6th instant.

By Order,
T. F. HOUGH,
Hon. Secretary,
Reception Committee.

Hongkong, 5th February, 1907.

THE SHU ON STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Company's Registered Office No. 8, Queen's Road West, Victoria, Hongkong, on THURSDAY, the 9th day of the 1st Moon of the 33rd year of Kwong Sui (the 21st day of February, 1907), at 12 o'clock noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 5th day of February, 1907, will be submitted for confirmation as Special Resolutions:—

1.—That the capital of the Company be increased from \$250,000 to \$350,000 by the issue of 5,000 fully paid up new shares of \$50 each ranking for dividend, voting power and in all other respects pari passu with the existing shares of the Company.

2.—That such new shares be offered in the first instance to the persons who on the 19th day of February, 1907, shall be the registered shareholders of the Company in the proportion of one new share for every old share held by them and that such offer be made by notice specifying the number of shares which each such registered shareholder shall be entitled to take up and limiting the time within which the offer if not accepted by payment of the full amount of \$50 per share will be deemed to be declined and that the Directors be empowered to dispose of the shares not taken in response to such offer as they consider expedient in the interests of the Company.

By Order of the Board,
CHAU-CHEUK FAN,
Manager,
Shu On Steamship Co., Ltd.

Hongkong, 5th February, 1907.

PUBLIC AUCTION.

At the Undersigned's Sales Room, 2, Zetland Street, ON SATURDAY, the 9th February, 1907, at 2.30 P.M.

HOUSEHOLD FURNITURE of all descriptions, ALSO 2 New TYPEWRITING MACHINES.

On view Friday.

TERMS:—As usual.

F. KIENE,
Auctioneer,
Telephone No. 574.

Hongkong, 5th February, 1907.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship "MONMOUTHSHIRE."

Captain G. E. Warner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 2 P.M.

No Fire Insurance has been effected.

Owing to a fire having occurred on this steamer and a General Average being thereby incurred, Consignees of Cargo will require to sign the Average Bond, lying at the Office of the Undersigned, before their Bills of Lading can be countersigned and delivery of their Cargo obtained.

SHEWAN, TOMES & Co.,
Agents, "Shire" Line.

Hongkong, 4th February, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MADAGASCAR, RANAE FOR S. PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship "DELTA."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SUNDAY, the 10th February, 1907, taking Passengers and Cargo for the above Ports in connection with the Company's *S.S. Mongolia*, 5,000 tons, from Colombo, Passengers' accommodations in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London &c. will be conveyed from Bombay by the *R.M.S. Arabia*, due in London on 22nd March, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 5th February, 1907.

Intimations.

THE ROBINSON PIANO CO., LD.

CO., LD.

CO., LD.

CO., LD.

CO., LD.

CO., LD.

CO., LD.

CO., LD.

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CO., LD.

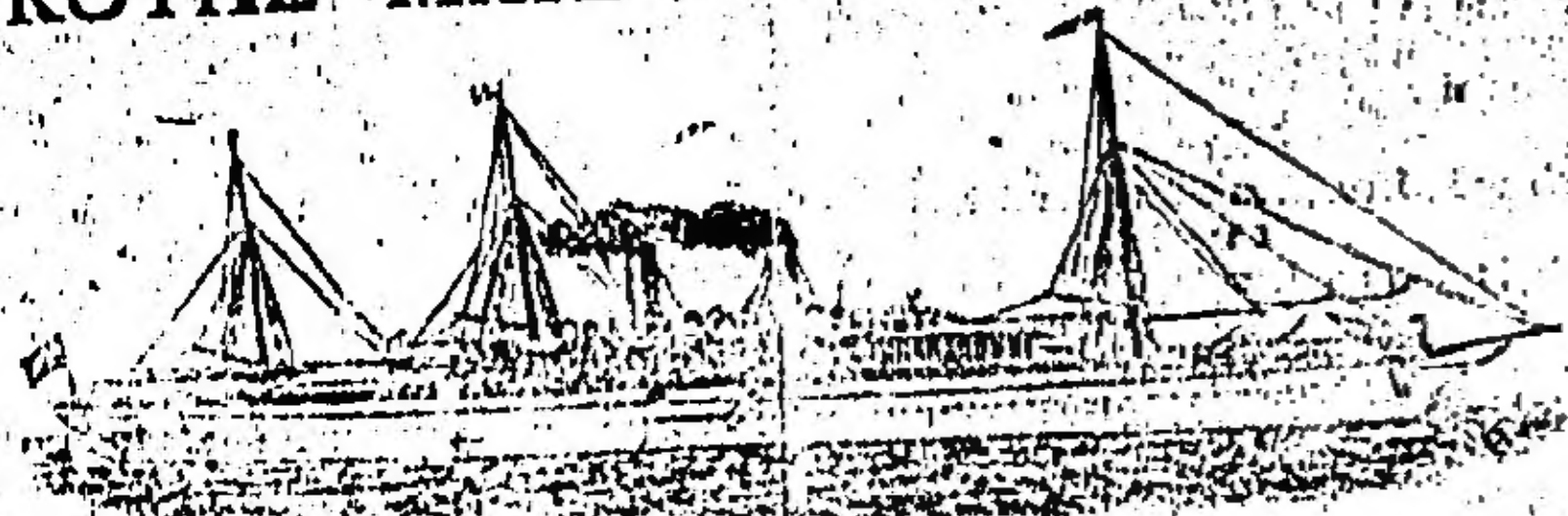
CO., LD.

CO., LD.

CO., LD.

CO., LD.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF INDIA" 6,000	THURSDAY, February 14th.....March 4th
"ATHENIAN" 3,882	WEDNESDAY, February 20th.....March 16th
"MONTEAGLE" 3,163	WEDNESDAY, February 27th.....March 23rd
"EMPEROR OF JAPAN" 6,000	THURSDAY, March 14th.....April 1st
"TARTAR" 4,425	WEDNESDAY, March 27th.....April 20th
"EMPEROR OF CHINA" 6,000	THURSDAY, April 11th.....April 29th

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with the Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons and register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....14 St. Lawrence Lga. Via New York Lga. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways. R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information: Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	NAMSANG	FRIDAY, 8th Feb., 3 P.M.
MANILA	LOUNGSANG	FRIDAY, 8th Feb., 4 P.M.
SHANGHAI	CHOYSANG	SATURDAY, 9th Feb., 4 P.M.

These Steamers have superior accommodation for 1st and 2nd Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cebu, Tientsin, (via Ching Wan Tao) and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

CHINA NAVIGATION CO., LIMITED.

CEBU AND ILOILO	KAIFONG	7th February, 4 p.m.
AMOI, NINGPO AND SHANGHAI	TAMBU	8th " "
SHANGHAI	YOHOW	11th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIYUAN	11th " "
YOKOHAMA AND KOBE	TSINAN	14th " "
MANILA	TAMING	17th " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

HONGKONG—MANILA.

Highest Class; newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUH	3540	R. Almond	MANILA (DIRECT)	FRIDAY, 8th Feb., at 5 P.M.
ZAFIRO	3540	R. Rodger	"	SATURDAY, 16th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 5th February, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship "LOWTHER CASTLE".....The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINLAND", "HAMBURG", and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amply lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SCANDIA 10th February.	SILESIA 10th February.
HAMBURG 3rd March.	SAMBIA 15th February.
RHEINLAND 1st April.	SAXONIA 22nd February.
HOHENSTAUFEN 30th April.	SLAVONIA 13th March.
SILESIA 31st May.	SCANDIA 20th March.
SCANDIA 30th June.	BRASILIA 24th March.
Hongkong, 4th February, 1907.	HOHENSTAUFEN 5th April.
	* Call at Lisbon.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE "EASTERN."

Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigrating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

W.H.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th January, 1907.

STEAM TO CANTON.

The New Twin Screw Steel Steamer "KWONG TUNG".....J. W. WALKER.

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$1 each. Meals.....\$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 14th January 1907.

Consignees.

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Matapan* and *Cordovan*, from Havre ex s.s. *Matapan*, and from Bordeaux ex s.s. *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 11th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th February, 1907.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamer

"HELLAS,"

Captain Neumann, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 4th February, 1907.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE"

will be despatched for the above Ports, on or about the 20th February.

For Freight and further particulars, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 17th January, 1907.

Consignees.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"LOWTHER CASTLE,"

Captain Lightoller, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Godown Co., Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 11th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Owing to this steamer having grounded in the Suez Canal, in consequence of which a General Average will be incurred, Consignees must sign Average Bond, and pay a deposit of 3% on Invoice value of their Goods before Bills of Lading can be countersigned and delivery of their Cargo obtained.

Average Bond is lying at the Office of the Undersigned.

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 4th February, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"PALMA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 1st February, 1907.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Godown Co., Limited, at Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be forwarded unless notice to the contrary be given before FRIDAY, the 1st February, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th February, at 9.30 A.M.

All Claims must be sent in to me on or before the 15th February, 1907, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 1st February, 1907.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD.

HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition.

published for despatch by the homeward mail

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community,

is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done under European supervision, well and true, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
Hongkong.

THE "SHELL" TRANSPORT AND TRADING CO., LD.

(Continued from page 5.)

The new companies are to issue to the two vendor companies as part consideration for the sale, fully paid ordinary shares to the nominal value of ten millions sterling, 60 per cent. of these shares being issued to the Royal Dutch, and 40 per cent. to the Shell Company. The assets of the Royal Dutch and the Shell Company are to be transferred to the new company free from all encumbrances. All cash and cash investments outside the business belonging to the Royal Dutch Company and the Shell Company, and all book debts, and other amounts due, or to become due, to those companies, in respect of any period prior to January 1, 1907, are exempted from the sale.

Notwithstanding that each of the vendor companies is to discharge all its own liabilities as on December 31, 1906, special exception is made in respect of certain liabilities of the Shell Company, and of the Nederlandsche Petroleum Industrie en Handel Maatschappij which are agreed as amounting on December 31, 1906, to £285,000, and this is to be liquidated in the following manner:—The new company is to pay to the Shell Company interest at the rate of 5 per cent. per annum on this amount, but the Shell Company is to itself discharge out of its share of the profits the sum of £185,000 by applying one-half of all dividends received by it from the new company in excess of £150,000 per annum in respect to the first ten years' working; until the amount of £285,000 is wiped out, but should the dividends received from the new company in this form not suffice to extinguish that sum during the first ten years, the new company is to itself discharge any balance remaining at the expiration of that period. The new company takes over at agreed prices the whole of the stocks and materials belonging to both companies, as any outstanding policies of insurance or assurance. The new company will indemnify both the Shell Company, Messrs. V. Samuel and Co., and the Royal Dutch Company in respect of any consequences arising through any breach of the agreements under which the properties are held. Notwithstanding that the power of the management of the business will be in the hands of the Royal Dutch, it is expressly provided that no further capital is to be erected or issued, and no fresh parties shall be admitted as shareholders except with the consent of four-fifths of the directors. It is also provided that in the event of the liquidation of the new company, or its sale as a going concern at any time before Jan. 31, 1932, notwithstanding that the shares are held in different proportions, the net proceeds to an amount of nine millions sterling shall be divided equally between the Royal Dutch and the Shell Company, and the balance only to be divided in the proportion of the shares held by each company. As a consideration for giving the Royal Dutch the practical control of the business, it is expressly provided that for a period of ten years from Jan. 1, 1907, the first £375,000 of profits available for dividend in each year shall be dealt with as follows:—(1) The first £50,000 is to go to the Shell Company; (2) then £12,000 to the Royal Dutch Company; (3) then £100,000 to the Shell Company; (4) then £213,000 to the Royal Dutch; making a total of 60 per cent. of £375,000 to the Royal Dutch, and 40 per cent. to the Shell Company. Any deficit in the payment of this 60 per cent. to the Royal Dutch or 40 per cent. to the Shell Company, in any year or years is to be made up out of the surplus profits of subsequent years before any further dividend beyond the £375,000 is payable. The Royal Dutch is to purchase and pay for as on Jan. 1, 1907, 500,000 ordinary shares of £1 each in the Shell Company at 30s. per share ex 5 per cent. dividend for 1906. The Royal Dutch undertakes not to part with any of these shares without the consent of the Board of the Shell Company. I believe the concise details which I have thus given will enable every shareholder to grasp the bearing of the combine, and I wish distinctly to declare that it is a defensive, and not an offensive alliance; but it must be quite obvious that we are in a better position to make treaties or to conduct our own defence, when acting in perfect unison, than when we are obliged to consider conflicting interests. There are two points which require explanation. The first is the item of £285,000, the remaining liabilities of the Shell Company, which arise, of course, principally from the fact that we have undertaken to find £300,000 of new working capital for the combine, but I think it will be a source of great gratification to the shareholders to find that the financial position of the company is so sound as to have enabled them to discharge the whole of their outstanding liabilities out of their own resources with the exception of about £150,000. It is quite impossible for us to state definitely the amount of the Shell Company's requirements until the books for 1906 are made up. They will probably amount to £350,000, but upon this, as to £280,000, they receive 5 per cent. interest from the new company, and I do not think I am at all sanguine in predicting that, without unduly trenching upon our dividends, we shall be able to discharge this debt in a very short time. The directors have made arrangements to borrow the sum required as an ordinary debt at 5 per cent. per annum to be repaid at the convenience of the company. The next point is that the preference shareholders obtain for a period of ten years a prior right to their dividend on the earnings of the whole combine, whilst they have, of course, in perpetuity the first claim upon the shares of the Shell Company. The ordinary shareholders of the Shell Company also receive a dividend of 5 per cent. per annum in priority to the shareholders of the Royal Dutch—this being a necessary guarantee that the business will be properly conducted by the personnel of the Royal Dutch in the interests of the combine. Your directors have given the most careful consideration to the scheme as a whole, and when they have been naturally reluctant to plank the independence of the Shell Company, yet there is no alternative before them in the

interests of their shareholders but to recognise that as their supplies of oil are obtained from territory under Dutch jurisdiction, it is sounder policy to amalgamate those interests with those of other Dutch producers enjoying the confidence and aid of their Government, and I therefore ask you to pass the resolution, which we have invited you to, authorising your directors to take all the necessary steps to complete the amalgamation with the Royal Dutch Company.

Mr. Jardine seconded the resolution. A Shareholder: May I ask what will be the position of the preference shareholders as to capital? Do they retain the same preference as to capital, they have now?

The Chairman: Exactly the same. The Shell Company remains, you know, as a standing concern; only they become a holding company, with all their stock in the other companies. I think the position of the preference shareholders is a magnificent one under this scheme, although I am a very large holder of the ordinary shares. We have paid special attention to the preference shareholders.

A Shareholder: Would they hold simply on the shares of the new company? They would not have a direct hold on the assets?

The Chairman: They will have as much as they have now. The preference shares are a perpetual charge. They are not liable for repayment. But in case of liquidation yes.

A Shareholder: May I ask if the preference shares have a first charge on the assets of the two combined undertakings in perpetuity?

The Chairman: No, they have not; only on the Shell Company's shares. The resolution was carried unanimously with cheers.

A hearty vote of thanks to the chairman and directors was passed.

The Chairman: We have to thank you for the resolution which you have just passed. I may say that I am rather surprised it has not occurred to anybody to ask us what the financial result this operation will be. We have circulated, as we promised we would, the balance-sheet of the Royal Dutch Company, and I think any business man will agree with me that it is a very remarkable one. You will see that they have written down the bulk of their assets to an absolutely nominal amount, and they show, after doing that, and writing off in a way which I do not think any British company would ever dream of doing, a divisible balance of £6,000,000, or £5,000,000. The Shell Company, as you are aware, distributed last year among their preference and ordinary shareholders £150,000, so that, whichever way you look at this, it is most excellent business for the Shell Company, and as I have said before, I think it will prove equally so for the Royal Dutch. That the combined companies have before them a period of great prosperity I have not the slightest doubt; and I quite agree with Mr. Dalmeida, and I shall be very disappointed with the results if the Shell Company will not be able to pay permanently much higher dividends than they have paid up to now. (Applause.)

The proceedings then terminated.—L. G. C. Express.

Shipping.

Arrivals.

Rubi, Br. s.s., 1,611, R. W. Almond, 4th Feb.—Manila and Feb. Gen.—S. T. & Co.
Loongang, Br. s.s., 1,092, A. G. Smith, 4th Feb.—Manila 1st Feb. Gen.—J. M. & Co.
Wakatu, Br. s.s., 3,884, A. Christiansen, 4th Feb.—Shanghai 1st Feb. Gen.—N. Y. K.
Fri, Nor. s.s., 860, C. Warle, 4th Feb.—Sourabaya 21st Jan. Sugar—Aagaard, Thoresen & Co.
Newton Hall, Br. s.s., 2,675, H. C. Hostler, 4th Feb.—Penarth 18th Dec. 1906. Coal—Admiralty.
Schuyllkill, Br. s.s., 1,860, Anderson, 4th Feb.—New York and Amoy 3rd Feb. Kerosine, B. O. Co.
Huangyang, Br. s.s., 1,356, S. Wilde, 5th Feb.—Canton 4th Feb. Gen.—J. M. & Co.
Hailan, Fr. s.s., 377, L. Andersen, 5th Feb.—Fakhoi 2nd Feb. and Hoihow 3rd. Gen.—A. R. M.
Monmouth, Br. 1st-class cruiser, 9,800, J. A. Tukey, 5th Feb.—from Mitsui Bay.
Haimun, Br. s.s., 636, A. J. Robson, 5th Feb.—Swatow 4th Feb. Gen.—D. L. & Co.
Taisiun, Ch. s.s., 1,216, R. Stephen, 5th Feb.—Canton 5th Feb. Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Quinta, for Saigon.
Shamut, for Moji.
Fukuku Maru, for Swatow.
Kaga Maru, for Shanghai.
Nippon Maru, for Shanghai.
Michiko Maru, for Hongkong.
Yon for Manila.
Lowther Castle, for Shanghai.
Lock Sun, for Swatow.
Chow, for Swatow.
Huangyang, for Swatow.
Amigo, for Pakhoi.
Monmouthshire, for Shanghai.
Hailan, for Hoihow.

Departures.

Feb. 5.
Oceania, for Europe.
Australia, for Shanghai.
Nippon Maru, for San Francisco.
Yingchow, for Saigon.
Thames, for Rangoon.
Follis, for Saigon.
Kaituma, for Hoihow.
Michiko Maru, for Hoihow.
Schuyllkill, for Canton.
Shamut, for Tacoma.
Kaga Maru, for Seattle.
Yon, for Manila.

Passengers arrived.

Per Haimun, from Swatow—Rev. Father Katerphon, Mr. Sims, and 107 Chinese.
Per Loongang, from Manila—Lieut. J. K. Baymore, U.S.N., and Mr. N. T. Rasmussen.
Per Rubi, from Manila—Messrs. B. Licht, F. Muller, Mr. and Mrs. Holliday, Mr. and Mrs. G. Guild, Mrs. J. S. Day, Mr. and Mrs. Gale and child, Miss E. Van Vleet, Mrs. W. L. Boreham, Mr. L. Warner, Miss E. Forbes, Mrs. F. H. Thompson, Lieut. C. V. Owens, Lieut. Comdr. H. George B. L. Moss, Mr. and Mrs. G. O. McInnis, Mr. and Mrs. Parkhurst, Mr. D. Stevens, 14 Chinese, and 4 Japanese.

Shipping Reports
Str. Haimun from Swatow—Moderate NE, fine clear.
Str. Loongang from Manila—Moderate NE, moonsoon.
Str. Rubi from Manila—Moderate moonsoon, fine clear weather.

Yen's in Port.

Amara, Br. s.s., 1,567, Matlock, 1st Feb.—Saloon 27th Jan. Rice—J. M. & Co.
Amigo, Ger. s.s., 831, Baltzen, 4th Feb.—Pakhoi 1st Jan. and Hoihow 2nd Feb. Pige and Gen.—J. M. & Co.
Cheongching, Br. s.s., 1,216, S. I. Payne, 3rd Feb.—Saloon 28th Jan. Rice—J. M. & Co.
Chow, Ger. s.s., 1,055, P. Hermelng, 28th Jan.—Bangkok 18th Jan. and Swatow 17th. Rice and Wood, &c.—B. & S.
Druif, Nor. s.s., 1,102, J. Bing, 1st Feb.—Bangkok 23rd Jan. Gen.—N. Y. K.
Empress of India, Br. s.s., 3,035, E. Southam, 28th Jan.—Vancouver (B.C.) 19th Dec. and Shanghai 11th Jan. Mails and Gen.—C. P. R. Co.
Fukushu Maru, Jap. s.s., 1,090, T. Ito, 2nd Feb.—Amping 30th Jan. Gen.—O. S. K.
Germania, Ger. s.s., 1,714, H. Lorenzen, 27th Jan.—Sourabaya 15th Jan. Gen.—J. & Co.
Hanoi, Fr. s.s., 739, P. Merlees, 2nd Feb.—Haiphong and Hoihow 1st Feb. Gen.—A. R. M.
Heim, Nor. s.s., 758, Eriksen, 4th Feb.—Bangkok 25th Jan. Rice—Yuen Fat Hing.
Hellas, Ger. s.s., 1,536, C. Neumann, 4th Feb.—Sabang 24th Jan. Gen.—H. A. L.
Huichow, Br. s.s., 1,225, A. Forsyth, 2nd Feb.—Cebu and Hoihow 29th Jan. Sugar—B. & S.
Indradeo, Br. s.s., Easterbrod, 19th Jan.—Sydney 24th Dec. 1906, S. T. & Co.
Italial, Ger. s.s., 2,269, A. Ewig, 3rd Jan.—Saloon 26th Jan. Rice and Paddy—S. & Co.
Kaga Maru, Jap. s.s., 1,795, K. Yamashita, 28th Jan.—Moji 23rd Jan. Gen. and Coal—Fukusei & Co.
Kaifong, Br. s.s., 892, E. Fin'ayson, 15th Jan.—Cebu and Hoihow 10th Jan. Sugar—B. & S.
Kiyo Maru, Jap. s.s., 1,448, S. Hirai, 4th Feb.—Saloon 28th Jan. Gen.—Gilmán & Co.
Lowther Castle, Br. s.s., 2,961, Wm. I. Lighter, 2nd Feb.—New York via Aden and Singapore 17th Nov. 1906. Gen.—S. T. & Co.
Mercedes, Br. transport, 2,903, J. S. McGregor, 29th Jan.—Singapore 22nd Jan. Coal—Admiralty.
Monmouthshire, Br. s.s., 3,366, G. E. Warner, 3rd Feb.—London 19th Dec. 1906, and Singapore 27th Jan. Gen.—S. T. & Co.
Montale, Br. s.s., 3,955, S. Robinson, 14th Sept.—Vancouver 12th Aug. and Shanghai 11th Sept. Flour, Lead and Gen.—C. P. R. Co.
Nam Sang, Br. s.s., 2,597, P. H. Rolfe, 30th Jan.—Calcutta 15th Jan. via Penang and Singapore 24th Jan. Gen.—J. M. & Co.
Neil MacLeod, Am. s.s., 901, E. Corral, 19th June.—Manila 16th June. Ballast—Barretto & Co.
N. S. de Rosario, Am. s.s., 715, M. Lopez, 18th Jan.—Manila 6th Jan. Gen.—J. M. & Co.
Pongtong, Ger. s.s., 997, W. Botelhor, 1st Feb.—Bangkok via Hoihow 31st Jan. Rice and Teakwood—B. & S.
Providence, Nor. s.s., 693, H. Skarrebø, 25th Jan.—Hongay 23rd Jan. Coal—Wallen & Co.
Quinta, Ger. s.s., 987, Frumh, 28th Jan.—Bangkok 21st Jan. Rice—S. T. & Co.
Sarangani, Am. s.s., 428, Vitter, 7th Sept.—Manila 4th Sept. Ballast—Order.
Shantung, Br. s.s., 1,835, J. Robinson, 2nd Feb.—Java 22nd Jan. Sugar—B. & S.
Simongang, Dut. s.s., 1,200, Zuiderhoudt, 30th Jan.—Samarang and Singapore 23rd Jan. Sugar—Yuen Fat Hing.
Suisang, Br. s.s., 1,776, T. A. Mitchell, 25th Jan.—Calcutta 10th Jan. Coal—J. M. & Co.
Tacoma, Am. s.s., 9,665, E. W. Roberts, 28th Jan.—Tacoma via Japan Ports 13th Dec. Gen.—D. & Co.
Taiwan, Br. s.s., 1,040, J. A. Martin, 4th Feb.—Saigon 29th Jan. Rice—Chinese.
Telemachus, Br. s.s., 1,342, Williams, 31st Jan.—Saigon 26th Jan. Rice, Meal and Gen. W. Fat Seng.
Tinhon, Br. s.s., 901, T. R. Kidd, 31st Jan.—Saigon 26th Jan. Rice—A. K. & Co.
Undine, Nor. s.s., 1,113, H. Thorkjensen, 23rd Dec.—Choke 17th Dec. Gen.—Aagaard, Thoresen & Co.
Wakamatsu Maru, Jap. s.s., 3,778, N. Grda, 31st Jan.—Moji 2th Jan. Coal—M. B. K.
Yuna, Am. s.s., 469, H. Nelson, 16th Oct.—Amoy 14th Oct. Ballast—Yong Chung.

Sailing Vessels.

E. B. Sutton, Am. ship, 1,639, Butmann, 22nd Dec.—Haiphong 1st Dec. Ballast—A. K. & Co.
Ponape, Ger. sch., 220, H. Martens, 31st Dec.—Vap 20th Dec. Ballast—German Consul.
Prince George, bk., 472, A. R. Anderson, 18th Oct.—Manila 26th Sept. Old Iron—Order.

Steamers Expected.

Vessel	From	Agents	Due
Delhi	Singapore	P. & O. Co.	Feb. 6
P. S. S. S. S.	Singapore	M. & C. Co.	Feb. 6
Bencichu	Singapore	C. L. & Co.	Feb. 6
Taiwan	P. Darwin	B. & S.	Feb. 7
TJiliwong	Kobe	J. C. J. L.	Feb. 7
Doric	Japan	O. & O. Co.	Feb. 8
Scandia	Singapore	H. A. L.	Feb. 8
Riojun Maru	Moji	N. Y. K.	Feb. 8
Sachsen	Singapore	M. & C. Co.	Feb. 8
Athelstan	Shanghai	C. P. R. Co.	Feb. 9
Kawachi Maru	Shanghai	N. Y. K.	Feb. 9
Taiyuan	Moji	B. & S.	Feb. 9
TJilimah	Macassar	J. C. J. L.	Feb. 10
Gonsenau	Japan	M. & C. Co.	Feb. 11
Araba	Japan	P. & A. Co.	Feb. 12
Princess Alice	Coleombo	M. & C. Co.	Feb. 13
Kumsang	Singapore	J. M. & Co.	Feb. 13
Emp. of Japan	Vancouver	C. P. R. Co.	Feb. 15
Bombay Maru	Bombay	N. Y. K.	Feb. 22

Ships Passed The Canal.

22nd January—Bangkok, Flinthatch Double-hull, Glauco, Manila. 25th January—Roon, Radnorshire, Slavonia, Suavia, Tonkin, Prince Elita Friedrich, Kamakura Maru, Princess Alice. 26th January—Kowang, Sak, Polyphamus, Tunkat, Brionchiro, Drumgall, Elkanore, Glenisla, Raitara, St. Domingo, St. Patrick. 1st February—C. Ford, Laitis, Calchas, Dardanus, Verona, Yarra, Nauru, Nile.

Arrivals at Home—22nd January—Polynesian, Sthonia, Trieste, Prince Regent, Lufbold. 25th January—Marionkshira, Myrland. 28th January—Mauveon. 29th January—Rhenania. 1st February—Glanvyn, Prince Elita Friedrich, Yeddo, Bismohr, Braemar, Pak Ling. 4th February—Perseus.

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Str. Loongang from Manila—Moderate NE, moonsoon.
Str. Rubi from Manila—Moderate moonsoon, fine clear weather.

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Neil MacLeod, Am. s.s., 901, E. Corral, 19th June.—Manila 16th June. Ballast—Barretto & Co.
N. S. de Rosario, Am. s.s., 715, M. Lopez, 18th Jan.—Manila 6th Jan. Gen.—J. M. & Co.
Pongtong, Ger. s.s., 997, W. Botelhor, 1st Feb.—Bangkok via Hoihow 31st Jan. Rice and Teakwood—B. & S.
Providence, Nor. s.s., 693, H. Skarrebø, 25th Jan.—Hongay 23rd Jan. Coal—Wallen & Co.
Quinta, Ger. s.s., 987, Frumh, 28th Jan.—Bangkok 21st Jan. Rice—S. T. & Co.
Sarangani, Am. s.s., 428, Vitter, 7th Sept.—Manila 4th Sept. Ballast—Order.
Shantung, Br. s.s., 1,835, J. Robinson, 2nd Feb.—Java 22nd Jan. Sugar—B. & S.
Simongang, Dut. s.s., 1,200, Zuiderhoudt, 30th Jan.—Samarang and Singapore 23rd Jan. Sugar—Yuen Fat Hing.
Suisang, Br. s.s., 1,776, T. A. Mitchell, 25th Jan.—Calcutta 10th Jan. Coal—J. M. & Co.
Tacoma, Am. s.s., 9,665, E. W. Roberts, 28th Jan.—Tacoma via Japan Ports 13th Dec. Gen.—D. & Co.
Taiwan, Br. s.s., 1,040, J. A. Martin, 4th Feb.—Saigon 29th Jan. Rice—Chinese.
Telemachus, Br. s.s., 1,342, Williams, 31st Jan.—Saigon 26th Jan. Rice, Meal and Gen. W. Fat Seng.
Tinhon, Br. s.s., 901, T. R. Kidd, 31st Jan.—Saigon 26th Jan. Rice—A. K. & Co.
Undine, Nor. s.s., 1,113, H. Thorkjensen, 23rd Dec.—Choke 17th Dec. Gen.—Aagaard, Thoresen & Co.
Wakamatsu Maru, Jap. s.s., 3,778, N. Grda, 31st Jan.—Moji 2th Jan. Coal—M. B. K.
Yuna, Am. s.s., 469, H. Nelson, 16th Oct.—Amoy 14th Oct. Ballast—Yong Chung.

Shipping Reports
Str. Haimun from Swatow—Moderate NE, fine clear.
Str. Loongang from Manila—Moderate NE, moonsoon.
Str. Rubi from Manila—Moderate moonsoon, fine clear weather.

Yen's in Port.
Amara, Br. s.s., 1,567, Matlock, 1st Feb.—Saloon 27th Jan. Rice—J. M. & Co.
Amigo, Ger. s.s., 831, Baltzen, 4th Feb.—Pakhoi 1st Jan. and Hoihow 2nd Feb. Pige and Gen.—J. M. & Co.
Cheongching, Br. s.s., 1,216, S. I. Payne, 3rd Feb.—Saloon 28th Jan. Rice—J. M. & Co.
Chow, Ger. s.s., 1,055, P. Hermelng, 28th Jan.—Bangkok 18th Jan. and Swatow 17th. Rice and Wood, &c.—B. & S.
Druif, Nor. s.s., 1,102, J. Bing, 1st Feb.—Bangkok 23rd Jan. Gen.—N. Y. K.
Empress of India, Br. s.s., 3,035, E. Southam, 28th Jan.—Vancouver (B.C.) 19th Dec. and Shanghai 11th Jan. Mails and Gen.—C. P. R. Co.
Fukushu Maru, Jap. s.s., 1,090, T. Ito, 2nd Feb.—Amping 30th Jan. Gen.—O. S. K.
Germania, Ger. s.s., 1,714, H. Lorenzen, 27th Jan.—Sourabaya 15th Jan. Gen.—J. & Co.
Hanoi, Fr. s.s., 739, P. Merlees, 2nd Feb.—Haiphong and Hoihow 1st Feb. Gen.—A. R. M.
Heim, Nor. s.s., 758, Eriksen, 4th Feb.—Bangkok 25th Jan. Rice—Yuen Fat Hing.
Hellas, Ger. s.s., 1,536, C. Neumann, 4th Feb.—Sabang 24th Jan. Gen.—H. A. L.
Huichow, Br. s.s., 1,225, A. Forsyth, 2nd Feb.—Cebu and Hoihow 29th Jan. Sugar—B. & S.
Indradeo, Br. s.s., Easterbrod, 19th Jan.—Sydney 24th Dec. 1906, S. T. & Co.
Italial, Ger. s.s., 2,269, A. Ewig, 3rd Jan.—Saloon 26th Jan. Rice and Paddy—S. & Co.
Kaga Maru, Jap. s.s., 1,795, K. Yamashita, 28th Jan.—Moji 23rd Jan. Gen. and Coal—Fukusei & Co.
Kaifong, Br. s.s., 892, E. Fin'ayson, 15th Jan.—Cebu and Hoihow 10th Jan. Sugar—B. & S.
Kiyo Maru, Jap. s.s., 1,448, S. Hirai, 4th Feb.—Saloon 28th Jan. Gen.—Gilmán & Co.
Lowther Castle, Br. s.s., 2,961, Wm. I. Lighter, 2nd Feb.—New York via Aden and Singapore 17th Nov. 1906. Gen.—S. T. & Co.
Mercedes, Br. transport, 2,903, J. S. McGregor, 29th Jan.—Singapore 22nd Jan. Coal—Admiralty.
Monmouthshire, Br. s.s., 3,366, G. E. Warner, 3rd Feb.—London 19th Dec. 1906, and Singapore 27th Jan. Gen.—S. T. & Co.
Montale, Br. s.s., 3,955, S. Robinson, 14th Sept.—Vancouver 12th Aug. and Shanghai 11th Sept. Flour, Lead and Gen.—C. P. R. Co.
Nam Sang, Br. s.s., 2,597, P. H. Rolfe, 30th Jan.—Calcutta 15th Jan. via Penang and Singapore 24th Jan. Gen.—J. M. & Co.
Neil MacLeod, Am. s.s., 901, E. Corral, 19th June.—Manila 16th June. Ballast—Barretto & Co.
N. S. de Rosario, Am. s.s., 715, M. Lopez, 18th Jan.—Manila 6th Jan. Gen.—J. M. & Co.
Pongtong, Ger. s.s., 997, W. Botelhor, 1st Feb.—Bangkok via Hoihow 31st Jan. Rice and Teakwood—B. & S.
Providence, Nor. s.s., 693, H. Skarrebø, 25th Jan.—Hongay 23rd Jan. Coal—Wallen & Co.
Quinta, Ger. s.s., 987, Frumh, 28th Jan.—Bangkok 21st Jan. Rice—S. T. & Co.
Sarangani, Am. s.s., 428, Vitter, 7th Sept.—Manila 4th Sept. Ballast—Order.
Shantung, Br. s.s., 1,835, J. Robinson, 2nd Feb.—Java 22nd Jan. Sugar—B. & S.
Simongang, Dut. s.s., 1,200, Zuiderhoudt, 30th Jan.—Samarang and Singapore 23rd Jan. Sugar—Yuen Fat Hing.
Suisang, Br. s.s., 1,776, T. A. Mitchell, 25th Jan.—Calcutta 10th Jan. Coal—J. M. & Co.
Tacoma, Am. s.s., 9,665, E. W. Roberts, 28th Jan.—Tacoma via Japan Ports 13th Dec. Gen.—D. & Co.
Taiwan, Br. s.s., 1,040, J. A. Martin, 4th Feb.—Saigon 29th Jan. Rice—Chinese.
Telemachus, Br. s.s., 1,342, Williams, 31st Jan.—Saigon 26th Jan. Rice, Meal and Gen. W. Fat Seng.
Tinhon, Br. s.s., 901, T. R. Kidd, 31st Jan.—Saigon 26th Jan. Rice—A. K. & Co.
Undine, Nor. s.s., 1,113, H. Thorkjensen, 23rd Dec.—Choke 17th Dec. Gen.—Aagaard, Thoresen & Co.
Wakamatsu Maru, Jap. s.s., 3,778, N. Grda, 31st Jan.—Moji 2th Jan. Coal—M. B. K.
Yuna, Am. s.s., 469, H. Nelson, 16th Oct.—Amoy 14th Oct. Ballast—Yong Chung.

Shipping Reports
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Str. Loongang from Manila—Moderate NE, moonsoon.
Str. Rubi from Manila—Moderate moonsoon, fine clear weather.

Yen's in Port.
Amara, Br. s.s., 1,567, Matlock, 1st Feb.—Saloon 27th Jan. Rice—J. M. & Co.
Amigo, Ger. s.s., 831, Baltzen, 4th Feb.—Pakhoi 1st Jan. and Hoihow 2nd Feb. Pige and Gen.—J. M. & Co.
Cheongching, Br. s.s., 1,216, S. I. Payne, 3rd Feb.—Saloon 28th Jan. Rice—J. M. & Co.
Chow, Ger. s.s., 1,055, P. Hermelng, 28th Jan.—Bangkok 18th Jan. and Swatow 17th. Rice and Wood, &c.—B. & S.
Druif, Nor. s.s., 1,102, J. Bing, 1st Feb.—Bangkok 23rd Jan. Gen.—N. Y. K.
Empress of India, Br. s.s., 3,035, E. Southam, 28th Jan.—Vancouver (B.C.) 19th Dec. and Shanghai 11th Jan. Mails and Gen.—C. P. R. Co.
Fukushu Maru, Jap. s.s., 1,090, T. Ito, 2nd Feb.—Amping 30th Jan. Gen.—O. S. K

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"
Captain C. L. Daniel, carrying His Ma-
jesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 9th February,
1907, at Noon, taking Passengers and Cargo for
the above Ports in connection with the Com-
pany's S.S. *Mongolia*, 9,500 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*
due in London on 23rd March, 1907.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 29th January, 1907.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG
FOR NEW YORK.

S.S. "SIKH" * 9th February.
S.S. "MUNCASTER CASTLE" 12th March.
S.S. "LOWTHER CASTLE" 21st March.

* This steamer has excellent Accom-
modation for First-class Passengers at mode-
rate rates.

For Freight and further information, apply
to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 29th January, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, CALLAO and IQUIQUE,
VIA JAPAN PORTS.

(KARATSU, KOBE and YOKOHAMA).

THE Steamship

"KASATO MARU," 6,000 tons,
Captain W. C. T. S. Filmer, will be despatched
at above, in April, 1907.

Taking Freight and Passengers to other
Western Coast Ports of South America.
The above Steamer has splendid Accom-
modation and is fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried.
For further information, apply to

K. MATSUDA,
Manager,
Yok Building,
Hongkong, 27th December, 1906.

MESSAGERIES
MARITIMES

(FRENCH MAIL STEAMERS.)



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES.

LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE"

Captain G. Lancelin, will be despatched for
MARSEILLES on TUESDAY, the 19th
February, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOKIN* 5th March.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th February, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJIB, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Tremont</i>	9,606	T. W. Garlick.	26th Feb.
<i>Lyra</i>	4,417	H. C. Armstrong	—
<i>Shammut</i>	9,606	E. V. Roberts	—

* Cargo only.

CHEAP FARE, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. *Shammut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & Co., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 5th February, 1907.

Intimations.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1845.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, PALL MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO.'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.

ESTABLISHED 1850

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

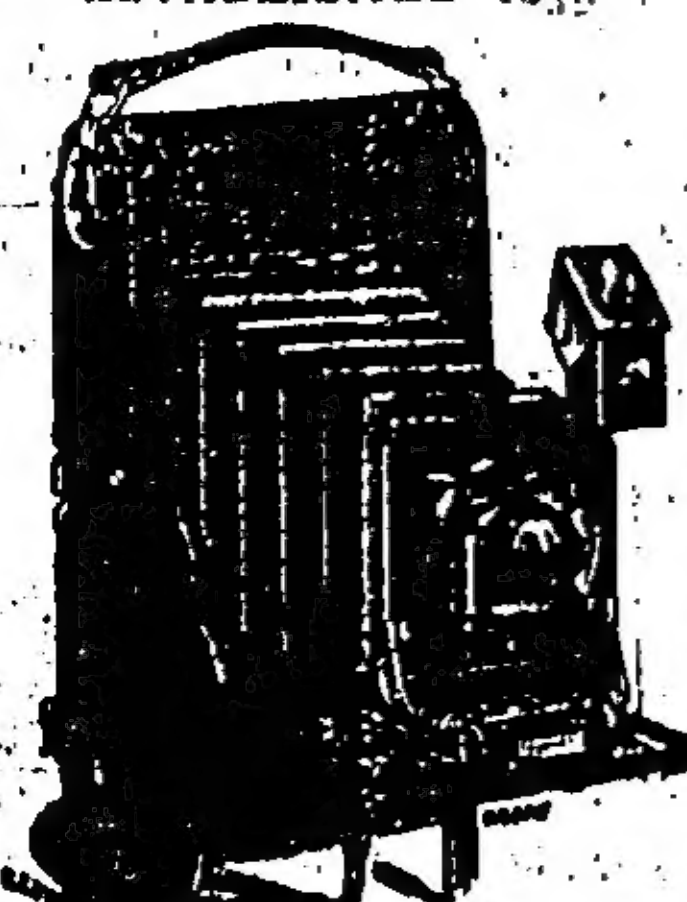
&c. &c. &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$20,000 \$12,731 \$150,000	\$1,712,472	\$1.15/- @ Ex. 2 1/4 = \$1.47 for first half- year 1906	5 %	\$945 sellers London £108
National Bank of China, Limited	9,925	£7	£6		\$74,099	\$2 (London 3/6) for 1903		\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$205 sellers
North China Insurance Company, Limited	10,000	£15	£5	\$1,100,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$10,000 \$331,131 \$1,153,844 \$69,279 \$800,000 \$15,278 \$15,527 \$1,000,000 \$229,488 \$2,616 \$1,220,928	\$2,722,271	Interim div. of 1/3 for 1905	5 %	\$800 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$508,334	\$12 and 5/3 special dividend for 1904	9 1/2 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$344,098	\$6 for 1904	6 1/2 %	\$97
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$1,200,000 \$1,200,000	\$422,618	\$25 for 1904	6 1/2 %	\$375
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$264,638 \$195,562	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$21
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	Nil	\$2 1/2 for year ended 30.6.1906	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$5,464	\$1 for 1st half-year 1906	6 1/2 %	\$30
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000 \$1,000,000 \$1,000,000	£2,452	10/- @ ex. 2 1/2 9/16 = \$1.47	5 1/2 %	\$86
Shanghai Tug and Lighter Company, Limited	10,000	£10	£10	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 23,156	Interim div. of Tls. 2 1/2 for 1906	9 %	Tls. 60 sellers
"Shell" Transport and Trading Company, Limited	10,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£2,715	Interim div. of Tls. 1 1/2 for 1906	6 1/2 %	Tls. 10 buyers
"Star" Ferry Company, Limited	10,000	£10	£10	\$1,000,000 \$1,000,000 \$1,000,000	\$218	\$1.50 for year ending 30.6.1906	5 1/2 %	\$30 buyers
Taku Tug and Lighter Company, Limited	10,000	£10	£10	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 1/2 %	Tls. 49 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	£40,914	Final of \$15 making \$25 for 1905	19 1/2 %	\$131
Luzon Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	£132,588	\$1 for 1905		\$21
Perak Sugar Cultivation Company, Limited	10,000	£10	£10	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 8,935	Tls. 4 (8 1/2) for year ending 31.8.06	5 1/2 %	Tls. 75 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£12,546	Final of 1/- (No. 7) making 2/- for year ended 30.6.1906	6 %	Tls. 11.20 buyers
Oriental Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	\$1,000,000 \$1,000,000 \$1,000,000	G. \$90,050	Interim of 50 cents for account 1906	11 %	G. \$9
Raub Australian Gold Mining Company, Limited	10,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£8,745	No. 12 of 1/- = 48 cents		\$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$8,915	\$2 for 1905	6 1/2 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$95
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$145 sa. and a.
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$2,221	\$1 for 1905	8 1/2 %	\$12
Shanghai Dock and Engineering Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 107 buyers
Shanghai and Hongkew Wharf Company, Limited	10,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 245 sa. and a.
Do. do. do. (new)	2,500	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	none	none		Tls. 225 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 5,668	Tls. 18 for 1905	7 1/2 %	Tls. 235 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	none	First year		Tls. 105 sa. and a.
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$20 sales
Central Stores, Limited	6,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	none	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$4,719	\$7 on \$7 1/2 for 1905		\$160 buyers
Do. (Founders)	123	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	none	None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$121 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$56,218	Final div. of \$3 1/2 making \$7 for 1906	6 1/2 %	\$108 ex div.
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 29,783	Final of 6 1/2 = 10 1/2 for 1905	10 1/2 %	Tls. 15 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$4,599	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,070	80 cents for 1905	6 1/2 %	\$12 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$574	\$2 1/2 for 1905	6 1/2 %	\$58 1/2
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 869,493	Tls. 3 for half-year 1906	5 1/2 %	Tls. 105 buyers
Do. do. (new issue)	26,000	Tls. 25	Tls. 25	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 52,194	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	Tls. 65 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	Tls. 65 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	13 1/2 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$21,660	\$1 1/2 for the year ending 31.7.06	10 1/2 %	\$12
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 1/2 %)	9 1/2 %	Tls. 63
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	none	Tls. 8 for 1905	6 1/2 %	Tls. 115 sellers
Joy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 18,456	Tls. 25 for 1905	6 1/2 %	Tls. 375 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,066	\$7 for 1905	7 1/2 %	\$97 1/2
Bell's Asbestos Eastern Agency, Limited	8,604	19/6	12/6	\$1,000,000 \$1,000,000 \$1,000,000	£814	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,097	\$3 for 1905	10 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000	Nil	\$1 for 1904		\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	17 1/2 %	Tls. 56 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	19 1/2
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,855	80 cents for 1906	9 1/2 %	\$8 1/2 ex div.
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000	\$2,555	\$1.30 for year ending 31.7.1906	8 1/2 %	\$16
Green Island Cement Company, Limited	200,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$21 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,568	{ 65 cents } for 10 months ending 28.2.06	7 1/2 %	\$16
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$2,796	Int. div. of \$2.20 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	7 1/2 %	\$350 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,813	\$9 for 1905 on 5 shares	8 1/2 %	\$21
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$88	Final of 50 cents making \$1 for the year	15 1/2 %	\$6 1/2
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 547,500	{ 4th interim div. of Tls. 71 making Tls. 30 } so far a/c 1906	9 1/2 %	Tls. 250 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 11,017	{ Interim dividend of Tls. 3 1/2 account } 1906	6 1/2 %	Tls. 110 sellers
Do. do. (new)	8,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 15 sales
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 47 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 %	Tls. 100 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 } { Interim div. of 5/- for 1-year 1906 }		Tls. 315
Shanghai Waterworks Company, Limited	7,200	£20	£15	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$41,934	None		Tls. 285
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$214	30 cts. (old) & 15 cts. (new) year ended 31.5.06	5 1/2 %	\$25 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 15,295	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 100 buyers
Shanghai Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 7,012	{ 70 cents } for year ended 31.5.1906	8 1/2 %	\$10
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$25,000	{ 40 cents } for year ended 31.5.1906	6 1/2 %	\$150
Do. (Founders)	100	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$7,734	Interim of 40 cents for account 1906	8 1/2 %	\$12 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$182	Final of 33 cts. making 80 cts. for the year ended 30th June, 1906	10 1/2 %	\$7 1/2 buyers
William Powell, Limited	15,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$4,500			